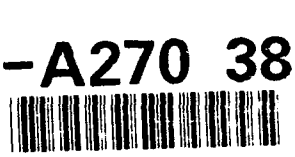

DLA-93-P20159

COMPARATIVE COST AND SUPPORT PATTERN ANALYSIS FOR HIGH DEMAND NAVY CUSTOMERS UNDER A SINGLE SITE STORAGE OPTION

July 1993

FOR

DEPARTMENT OF DEFENSE
DEFENSE LOGISTICS AGENCY
SUPPLY MANAGEMENT POLICY GROUP
Cameron Station
Alexandria, VA 22304-6100

INSIGHT THROUGH ANALYSIS

DORO
CORPORATE RESEARCH

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July 1993

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FOREWORD

This report details the results of a comparative cost analysis conducted to assess business patterns and relative cost differences based on single siting stockage options. The study was conducted to address selected Navy issues that were originally raised during the August 1991 Navy Day Conference hosted by the Defense Logistics Agency (DLA). Consequently, the stockage locations which were evaluated under this study have been limited to historical Navy and DLA locations that had significant Navy workloads. This effort is differentiated from all prior DLA stock and distribution studies by the inclusion of Navy intermediate wholesale and retail level historical requirements with the DLA wholesale mission.

Our thanks are extended to all the personnel at the Norfolk Naval Supply Center (NSC) who provided insight on local operational procedures, to the personnel at the Ships Parts Control Center (SPCC) for their assistance in obtaining data, to the staff at the Naval Supply Systems Command (NAVSUP) for their help in understanding details related to Naval supply policy, and to Dr. Thomas Moore of the Naval Post Graduate School (NPGS) for providing detailed data definitions on the Navy data systems. Lastly, we would like to thank the staff of the DLA Performance Standards Support Office (DPSSO) who provided the manhour standards for DLA depot personnel to complete the identified depot tasks. All of these inputs were vital in the development of this supply analysis.

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EXECUTIVE SUMMARY

The Defense Logistics Agency (DLA) conducted this analysis to address two concerns which were raised by the Navy. First, the Navy was concerned that many of the items scheduled for transfer to DLA management under the Consumable Item Transfer (CIT) Program, would not be stocked near large Navy demand areas. The second Navy issue centered on the elimination of the Navy's intermediate retail level stocks for DLA managed items and where those items were to be positioned in the future. Central to both concerns was that the Navy customers, who historically had high demands for DLA managed items, would no longer be expeditiously served if the stockage location was moved to a distant depot. DLA also desired to use this analysis to develop (if possible) a "rule of thumb" for deciding when it was more cost effective to store a category of items near a Navy location.

To address these issues, this project used a full year of receipts and issues (wholesale and retail) to review business patterns (customer and vendor) and to provide a comparative transportation cost analysis. **This effort is differentiated from prior DLA distribution and stock studies by the inclusion of DLA wholesale and Navy retail level data**. All business patterns were developed assuming single siting of items at the Federal Supply Class (FSC) level. Costs were developed for selected locations (eight Navy and two DLA sites) which **were not constrained by capacity or dead stock**. The transportation costs that were estimated included both the first and second destination costs. Additionally, the study team conducted a qualitative assessment of depot operations (packaging and handling issues).

This analysis **has been significantly influenced by the inclusion of actual Navy retail level data**. Results indicate that customer business patterns for the two largest Navy sites (Norfolk and San Diego) are significantly greater within 50 miles of those sites as compared to historical DLA storage sites (such as Susquehanna). Additionally, both Norfolk and San Diego have been found to be relatively well positioned with respect to a significant number of vendors for selected FSCs. The consequence of these customer and vendor findings is that on the east coast, Norfolk has been found to represent the "least cost" location by potentially $9 million annually as compared to the next cheapest east coast alternative (Susquehanna). Likewise, for the west coast, the San Diego location has been found to represent the "least cost" solution by potentially $20 million annually as compared to the next best western site (San Joaquin). These results are based on comparative transportation costs employing a single site stockage strategy and do not reflect facility efficiencies.

The study team was unable to establish a single "rule of thumb" that could be applied to every FSC for determining when it was "best" to store an FSC near a Navy site. This is directly due to the significant variation which exists across vendor and customer service patterns at the FSC level. Further, the physical characteristics (e.g., weight, cube, shelf-life) are sufficiently different both within an FSC, as well as across FSCs, that it proved impossible to find a single "rule of thumb" which would be applicable. Instead, it would be appropriate to have functional experts use data developed from this analysis to make item level storage decisions that take into account depot capacity limitations.

Recommendations resulting from this study are the following:

* Establish a storage assignment team to review those FSCs where the Navy is the principal customer. This team would then evaluate selected FSCs for possible item storage at the "least cost" alternative depot sites closest to Navy customers. These assignments would be subject to depot capacity constraints and would consider dual siting of stock if demands were sufficient on both coasts.

* Develop a comprehensive Department of Defense (DoD) stockage analysis for wholesale and retail. This should include all three Services and DLA over a full procurement cycle of 24 months to account for demand variability. Air Force, Army, and additional Navy retail level data from what is currently available within DLA will need to be obtained.

* Conduct a comprehensive DoD transportation trade-off analysis which evaluates benefits that might result from alternative business practices. The intent would be to reduce the "double handling" of materiel and thus realize tangible savings. The scope of the analysis would include depot-to-depot transshipments and overseas requirements.

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SECTION 1
INTRODUCTION

The Defense Logistics Agency (DLA) Executive Directorate of Materiel Management and the DLA Office of Plans and Policy Integration directed that a comparative transportation cost and business pattern analysis be conducted. This analysis was to explicitly evaluate alternative single site stockage options. Alternatives to be examined included selected historical Navy and DLA storage depots. This effort was conducted as a result of specific Navy concerns that were first discussed during the DLA sponsored Navy Day Conference of August 1991. This study was initiated in May 1992.

1.1 BACKGROUND

In order to address overall Department of Defense goals for inventory reduction, as well as, related Defense Management Review Decisions (DMRD) such as depot consolidations, DLA hosted the Navy Day Conference of August 1991. This resulted in several topics of mutual interest being raised between the Navy and DLA. Two of these topics led directly to the establishment of the study which is documented in this report.

The first topic dealt with the Consumable Item Transfer (CIT) Program. The issue here, as articulated by the Navy, was that they were concerned that items being transferred to DLA for management would no longer be stocked near the "local" Navy Supply Center (NSC). Although in the short term, DLA had agreed to continue to hold wholesale stocks at "local" locations, in the long term it was felt that these stocks might migrate to stockage locations "distant" to Navy customers.

The second issue also dealt with this basic stockage issue of whether an item was to be maintained "locally" versus being transferred to a "distant" (as seen by a Navy customer) storage site. In this case, the concern was driven by the decision of the Navy to eliminate intermediate wholesale stocks of DLA managed materiel. As part of the overall DoD strategy to reduce supply costs associated with the maintenance of inventories, the Navy had opted to completely eliminate their intermediate retail level stocks. Consequently, once again, the concern was expressed that if all stocks were "pulled back" to a "distant" site, the Navy customers who were significant (in terms of demand) at the original local sites would be adversely impacted.

1.2 OBJECTIVES

The goals of this study effort have been threefold. First, to evaluate, on a comparative transportation cost basis, the relative cost efficiencies of single siting each Federal Supply Class (FSC) for all selected depot locations. The second major goal has been to develop customer and vendor activity profiles which portray the business patterns, by unique FSC, for the two "best" depot locations on both the west and east coasts. In this instance, the word "best" signifies "least transportation cost" and does not imply that one depot has better (more modern and efficient) facilities as compared to another depot. The third and last goal has been to quantify, if possible, a "rule of thumb" for establishing a storage location for any given FSC.

In terms of achieving these stated objectives, the study team was successful in meeting the first two goals. Comparative transportation costs were quantified based on single siting each FSC at each of the selected storage locations. Additionally, business activity patterns were developed which were predicated on single siting each FSC. However, the study team found that it was not possible to quantify a single "rule of thumb" which would be valid, for every FSC, as a tool to be used in making stockage decisions.

1.3 SCOPE

This study has been based on post Desert Storm Fiscal Year (FY) 1991 and FY 1992 data representing a full 12 month period for both DLA and the Navy. Only DLA managed items (excluding fuels and subsistence) and those Navy items scheduled for transfer to DLA under the CIT Program have been evaluated at the FSC level. All receipt data was based on DLA managed contracts. The Materiel Release Orders (MROs) included over 17 million DLA MROs and almost 5.5 million Navy MROs. Additionally, the Army Logistics Intelligence File (LIF) was employed to assist in the assessment of the DoD component distribution patterns. (The LIF covered 2.5 million Army MROs over a 7 month period.) Lastly, ten stocking locations were selected for evaluation; eight historical Navy sites (New London, Norfolk, Cherry Point, Charleston, Jacksonville, Pensacola, Puget Sound, and San Diego) and two traditional DLA storage locations (Susquehanna and San Joaquin) were chosen as being relatively near to centers of Naval support operations (e.g., shipyards and aircraft repair facilities). An additional Navy site, Oakland, had been considered but was excluded from the analysis due to the close proximity of the San Joaquin facility. Likewise, Richmond had been considered but was excluded since the Norfolk site was already being evaluated.

1.4 ASSUMPTIONS AND CONSTRAINTS

Principal assumptions and constraints used in this analysis have been in two major categories with the main idea being that only current (as of May 1992) business operations have been modeled. The first area broadly covers various aspects of transportation. The second significant area deals with qualitative issues related to the depot support operations. These two areas are discussed in some detail in the paragraphs which follow. Additionally, since this study is unique in the fact that actual Navy intermediate wholesale and retail level data has been incorporated within the analysis, the study team has provided a brief overview of selected historical studies covering the topic of materiel distribution (see Appendix A of this report). This review has been included to assist the reader with placing the current analysis into a historical perspective.

1.4.1 TRANSPORTATION ISSUES

In the context of transportation, there are several significant assumptions. These directly relate to the magnitude of alternative costs developed under this study. In general, it would be a fair assessment to conclude that if these constraints were relaxed, it would result in higher transportation cost estimates than is reported in this study. Additionally, the differences in costs between the various site storage options, as developed in the study, would be larger. However, it is the opinion of the authors of this report, that it would not change the relative cost rankings between alternative storage options.

1.4.1.1 Overseas Shipments

To be consistent with previous DLA studies, all overseas shipments are assumed to be shipped through the two existing Container Consolidation Points (CCPs) located at New Cumberland and San Joaquin. Transportation costs overseas, including palletization and containerization operations, are not estimated. However, the cost to ship all items (binnable and bulk) from a stock point to the nearest CCP is estimated.

1.4.1.2 Transportation Rates and Traffic Modes

The rate tables are all based on guaranteed traffic rates. These tables are structured on weight (hundred weight mileage cost factors) and were provided by the transportation analysis team of the DLA Operations Research Office (DORO). These tables are all based on the less-than-truckload (LTL) and truckload (TL) rates. There are no air small parcel, air freight, or surface parcel modes evaluated since the impacts of priority shipments are not in the scope of the study. As previously mentioned (subsection 1.4.1), it is the authors' belief, that if additional transportation "realism" had been modeled, the study results would not change with respect to which depot locations were the "least cost" sites. Hence, if a high priority shipment had to be sent from Susquehanna to a Pensacola based customer, the transportation cost would be more than what was estimated by using the guaranteed traffic rates. However, this increase in cost would not alter the relative cost rankings between the stocking locations which have been evaluated.

1.4.2 DEPOT OPERATIONAL ISSUES

The important consideration here was to identify qualitative differences in how items were processed for distant versus local customer delivery. Additionally, the study team examined those differences in materiel handling which impact the scheduling of deliveries to Navy fleet customers. Further, we assessed whether unique differences existed for handling new procurement receipts.

To adequately assess these operational issues, the study team conducted site visits to identify key operational differences that had the potential to impact costs. Only those processes that were deemed to be significantly different from an operational perspective were explicitly examined (all other processes were deemed to be equivalent between sites). Also, in keeping with the objectives and scope of the study, depot workload and space capacity limitations were not included.

1.4.2.1 Packaging for Remote Versus Local Delivery

After visiting the Naval Supply Center (NSC) at Norfolk and reviewing packaging operations at Susquehanna, Norfolk and Richmond Defense Depots, it was found that no significant differences in packaging for binnables existed between the Navy and DLA in how items were treated for local versus distant delivery. However, for bulk items there were observable differences. These findings were confirmed during two In-Process-Reviews (IPRs) (September 1992 and February 1993) held on this project which included staff from Headquarters DLA (Supply Management and Distribution, and the Office of Plans and Policy Integration) and the Navy Supply Systems Command (NAVSUP). Our observations were again confirmed during the May 1993 site visit to Norfolk conducted jointly with staff from DORO and Headquarters DLA (Storage Policy Team). These differences were particularly important for "emergent demands" which represent immediate local requirements.

Given the differences which have been identified for bulk items, the critical qualitative differences between handling a bulk issue from a local storage point versus from a distant location have been identified. These have been developed based on defined packaging standards (DLAM 4145.4/NAVSUPI 4030.30) and personnel time standards obtained from the DLA Performance Standards Support Office (DPSSO). These differences would likely have cost implications if applied to all bulk materiel release orders (MROs). Historically, the bulk MRO workload has averaged about 40 percent of the total MROs that were shipped by DLA to any distant (over 50 miles) location as measured from any stocking depot.

1.4.2.2 Receipt Processing

The study team (which included active participation from the DLA and Navy staff elements noted in subsection 1.4.2.1) has concluded that no significant differences existed in how new procurement receipts were processed. However, when a Navy depot (most of which are now under DLA management) receives a shipment from a distant depot for delivery to a fleet customer at the local pier (or in some cases to a "small" shore customer such as the Portsmouth Naval Hospital), there were distinct differences. These distinctions are associated with having to first process a break/bulk operation at the receiving site, followed by temporary movement of the shipment to the local transit shed (where the shipment is again checked and staged at an appropriate location internal to the transit shed). These additional actions are required prior to scheduling an actual delivery of the shipment to a vessel at the pier or to the local shore based customer.

Unique costs to capture these "double and triple" handling actions could not be explicitly developed under any standard costing methodology. This limitation was driven by the lack of any "hard" unit cost data that was auditable to the processes examined. Data which was available was found to be inconsistent across depots and could not be substantiated. Until such time that auditable unit costs become available, only qualitative insights may be derived from assessing depot operations.

SECTION 2
METHODOLOGY

This section provides a synopsis of the study approach used for evaluating the alternatives considered by this project. Included in this description is an overall development of those critical process activities which discriminate on key qualitative operational differences. Additionally, a brief review of the methods used to develop business patterns which portray customer profiles for the larger depot centers is provided.

2.1 MODELED COST FLOWS

Displayed by Figure 2-1 is a simplified diagram which highlights the materiel flows that this study has attempted to capture. Essentially, this flow consists of the two major transportation legs. These are termed the **inbound** (this captures the first destination cost from the vendor to the depot) and the **outbound** (this represents the second destination from the depot to the customer). Costs for these two transportation legs were based on weight and mileage calculations using the traffic rates provided by the DORO transportation analysis team.

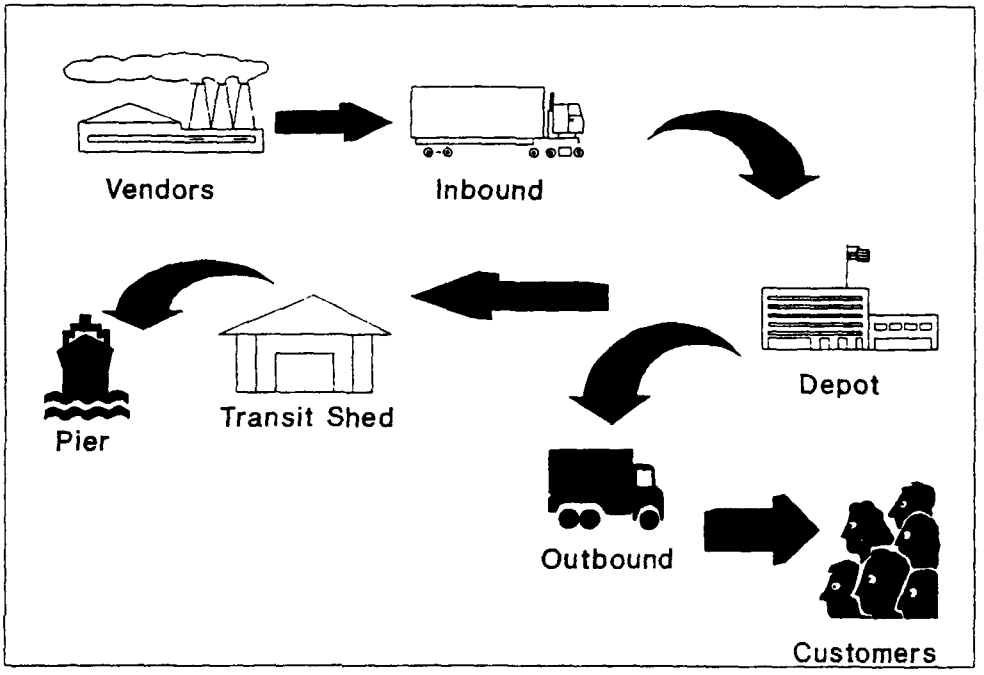

Figure 2-1. Materiel Flows

Also displayed on this chart is a third transportation leg. This represents those instances when shipments being delivered from a distant depot to ships at a pier must first go through a break/bulk operation followed by transportation to temporary storage at the transit shed. This is required in order to facilitate the active scheduling of pier deliveries (e.g., if one ship at a pier is loading ammo, other ships at the same pier will not be loading). As noted (i.e., see subsection 1.4.2.2), a separate cost for this third transportation leg has not been explicitly developed. However, from a qualitative perspective, these "double and triple" handling operations, which are incurred when receiving materiel from a distant location, should be taken into account during future unit cost studies to properly account for the "total cost" incurred by DoD when using a distant location as the preferred stocking location.

2.2 CRITICAL PROCESS FLOWS

Displayed by Figure 2-2 is a simplified process flow chart. This chart highlights the main difference between satisfying a Navy customer's requisition from a distant storage site versus being served by a local storage facility. The significant differences are to be found in two operations as they apply to bulk items (i.e., the Navy and DLA agreed that with regard to binnable items there were no significant processing differences that had major cost implications).

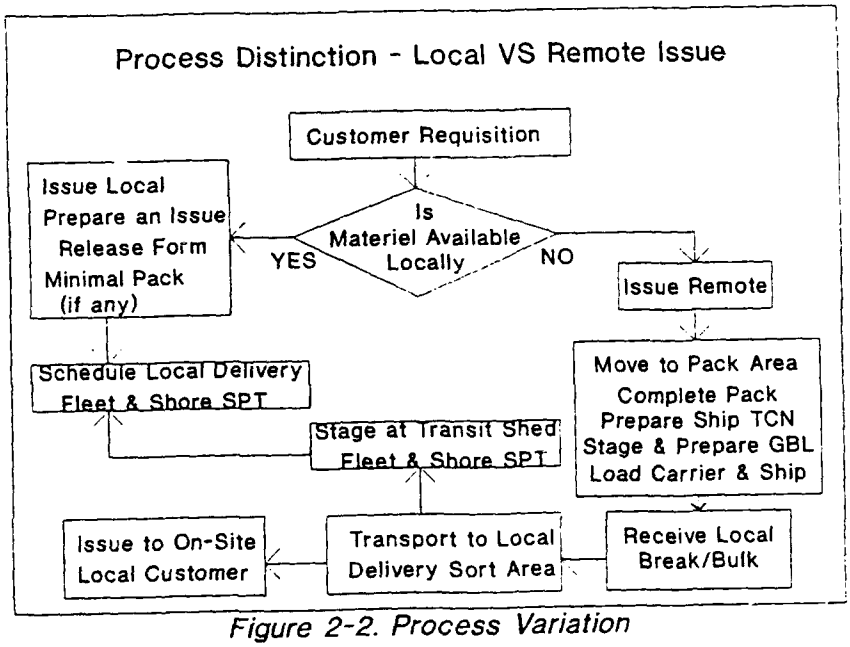

Figure 2-2. Process Variation

2.2.1 PACKAGING OPERATIONS

First, if the MRO is being provided to a local customer (e.g., a shipyard, a ship at a pier), then that MRO only receives minimal packing. This situation is particularly relevant when the local depot supports the "emergent demand" requirements of "walk-in" customers. However, if the MRO is being provided to a distant customer, it must receive a full pack. Using packaging standards (DLAM 4145.4, NAVSUPI 4030.30) for an "average" bulk package (estimated as having a 5400 square inch surface area based on the DLA Bulk Stockage Location Study, May 1991), it was found that it would require a neutral wrap, water-vapor proof bag, plus a container that was made from corrugated fiberboard, and lastly dunnage.

These packaging standards for the "typical" bulk MRO were consistent with the Agency's packaging guidance. All standards were as defined by the guidance provided under the Agency's 14 December 1992 policy letter (DLA-OWS, subject: The DLA Packaging Program). This guidance is effective until 31 December 1993. However, packaging issues related to the new environmental and fire retardant requirements have not been fully resolved by this interim guidance and were not addressed in this study. These additional packaging needs are likely to have significant cost implications for DLA.

Now with respect to our assumption that the minimal pack cost for a local (defined to be within 50 miles) customer was essentially zero, a reader might reasonably ask for an explanation. In looking at the situation in Norfolk, there were numerous instances when items were provided to the shipyard to meet "emergent" demands (i.e., cases in which the shipyard opens up some equipment and finds that they require parts to immediately complete their repair action) which were not packaged prior to delivery. However, there were also cases in which the item received minimal wrap as defined by the packaging standards. This minimal wrap represented a "bag and tag" operation for delivery to shore based customers.

Additionally, with respect to fleet customers who were at the pier, we found that in some cases no packaging was required since an item was to be used for an immediate repair action on board the vessel (i.e., another example of "emergent demand"). However, it was more likely that some packaging would be used. In this case, the pack consisted of a basic greaseproof/waterproof transparent bag and tag as required under the defined standards.

Now the study team was unable to apply any standard costing methodology to estimate pack cost operations. This was due to the fact that available unit costs are not consistent between different depots. Additionally, those costs which are available were found to be unauditable with respect to

depot packaging operations. Consequently, we could only conclude that qualitative distinctions exist with respect to packaging operations between distant and local depots. These costs should be quantified once auditable unit cost data becomes available by depot location.

2.2.2 TRANSIT SHED OPERATIONS

The second process flow operation which comes into play for fleet support (as well as for selected shore activities) from distant depots is the increased use of the transit shed. In the case of fleet support, this is required since loading operations at the pier for a ship is a scheduled operation which must be coordinated (e.g., materiel received from a distant depot must be staged for subsequent delivery to a ship which is out on a coastal training mission). Consequently, the transit shed is often used as a temporary holding area for ship designated and received items. The cost to accomplish this movement (which represents double and in some cases triple handling) has not been explicitly estimated by this study. Instead, the study team has concluded that, from a qualitative perspective, this extra materiel handling represents additional operational costs. These costs should be captured under future Agency efforts aimed at establishing auditable unit cost baselines.

SECTION 3
ANALYSIS

This section will develop results of the study for three distinct topical areas. The first area presents an overview of the Navy workload from an annual perspective. The second topic develops insight on the distributions of customers and vendors using both Navy and DLA annual data. Lastly, the third major area covered in this section, details the results of the comparative transportation cost analysis which has examined FSC level single site storage (unconstrained by depot capacity) for the selected locations using actual DoD wholesale and Navy intermediate wholesale and retail level data.

3.1 OVERVIEW OF NAVY WORKLOAD

The Navy data which was used in this analysis covered a 12 month period (post Desert Storm FY 91 and FY 92). These data represented MROs and accounted for almost 5.5 million MROs at the retail level. These MROs excluded fuels and subsistence. To place this level of activity into perspective, during the same period, DLA experienced a little over 17 million MROs at the DoD wholesale level.

If we examine these 5.5 million MROs provided from the Navy's intermediate wholesale stocks (i.e., an inventory level which is no longer being funded and which has essentially been eliminated as a source of supply) to see which department or agency manages those items, we will have the distribution displayed by Figure 3-1. Not surprisingly, the DoD's primary wholesaler, DLA, accounts for over half of the Navy's activity. The Navy itself provides item level management for the next largest group (35 percent), although, this category will become smaller as items are transferred to DLA under the CIT Program. Finally, the General Services Administration (GSA) accounts for about 12 percent, while all remaining DoD and Government agencies account for only 1 percent of the Navy's historical intermediate MROs.

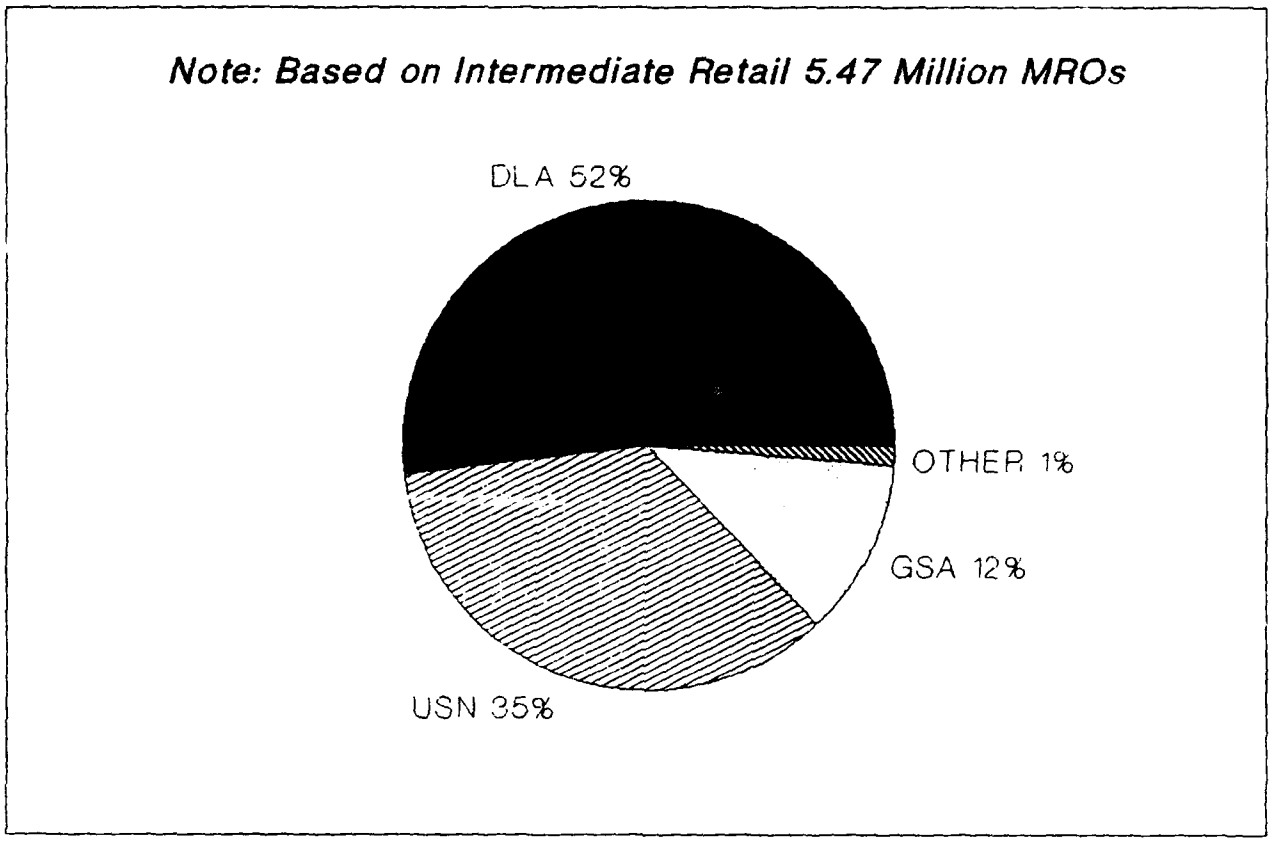

Figure 3-1. Overview of Navy Workload

3.1.1 IMPACT OF CONSUMABLE ITEM TRANSFERS

Displayed by Figure 3-2 is the same data portrayed under Figure 3-1. However, an additional category is now included. This new category covers those Navy managed items scheduled for transfer to DLA. This comprises an additional 13 percent of the Navy's intermediate retail level MROs. Consequently, in the future if the Navy continues to experience the same relative level of demands across all items, one could expect that DLA's percentage of workload will increase to 65 percent (approximately 3.5 million MROs) while the Navy's portion will drop to about 22 percent. These impacts are in terms of what used to be supported from the Navy's intermediate wholesale level stocks.

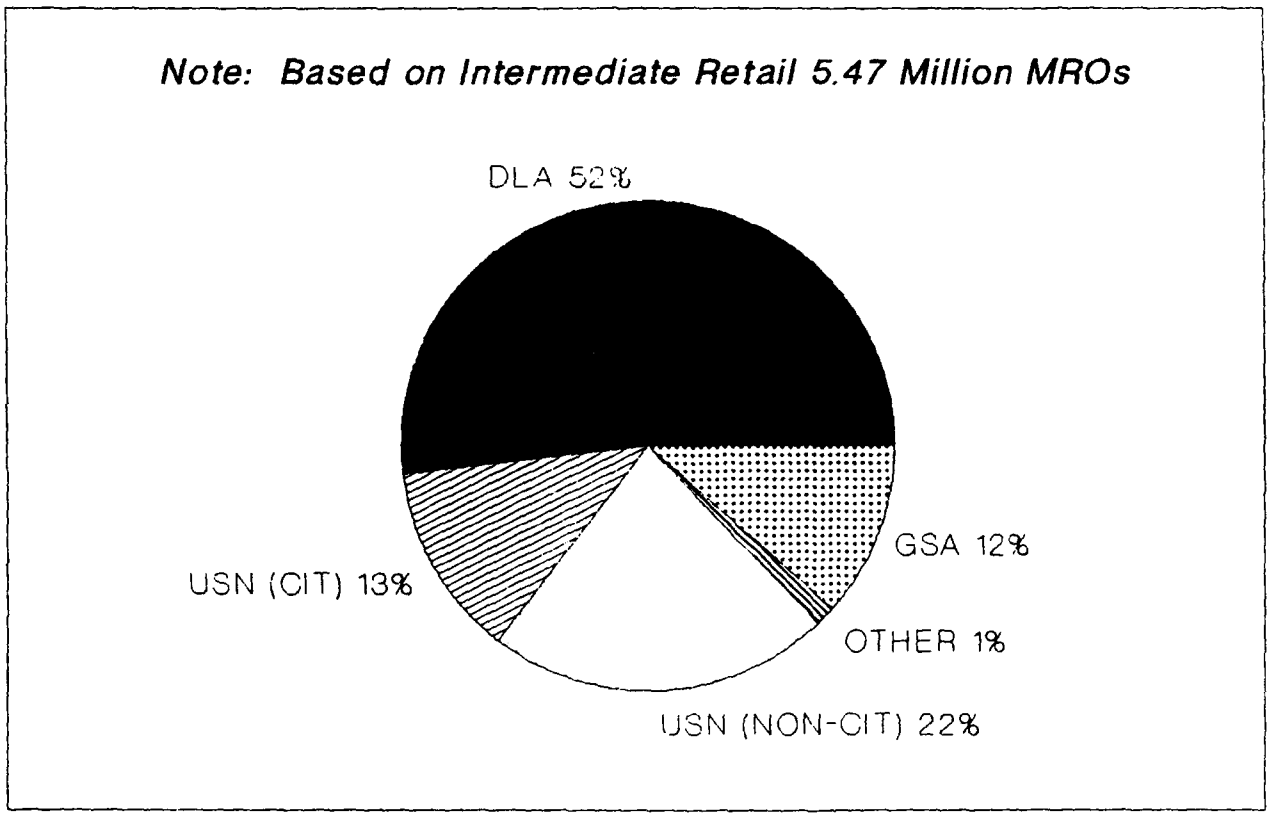

Figure 3-2. Navy CIT Workload

3.1.2 ISSUES BY HISTORICAL NAVY LOCATIONS

Moving on to examine the historical depot servicing patterns for Navy locations, the reader may examine Figure 3-3. This chart depicts the annual MRO activity levels for these locations. Not surprisingly, the Norfolk and San Diego locations exhibit the largest workloads since that is where the greatest fleet and naval repair facilities are concentrated. Additionally, Norfolk processes (historically) the largest number of Navy overseas shipments which for this study has been estimated at 16 percent (data estimate provided by NAVSUP) of Norfolk's workload.

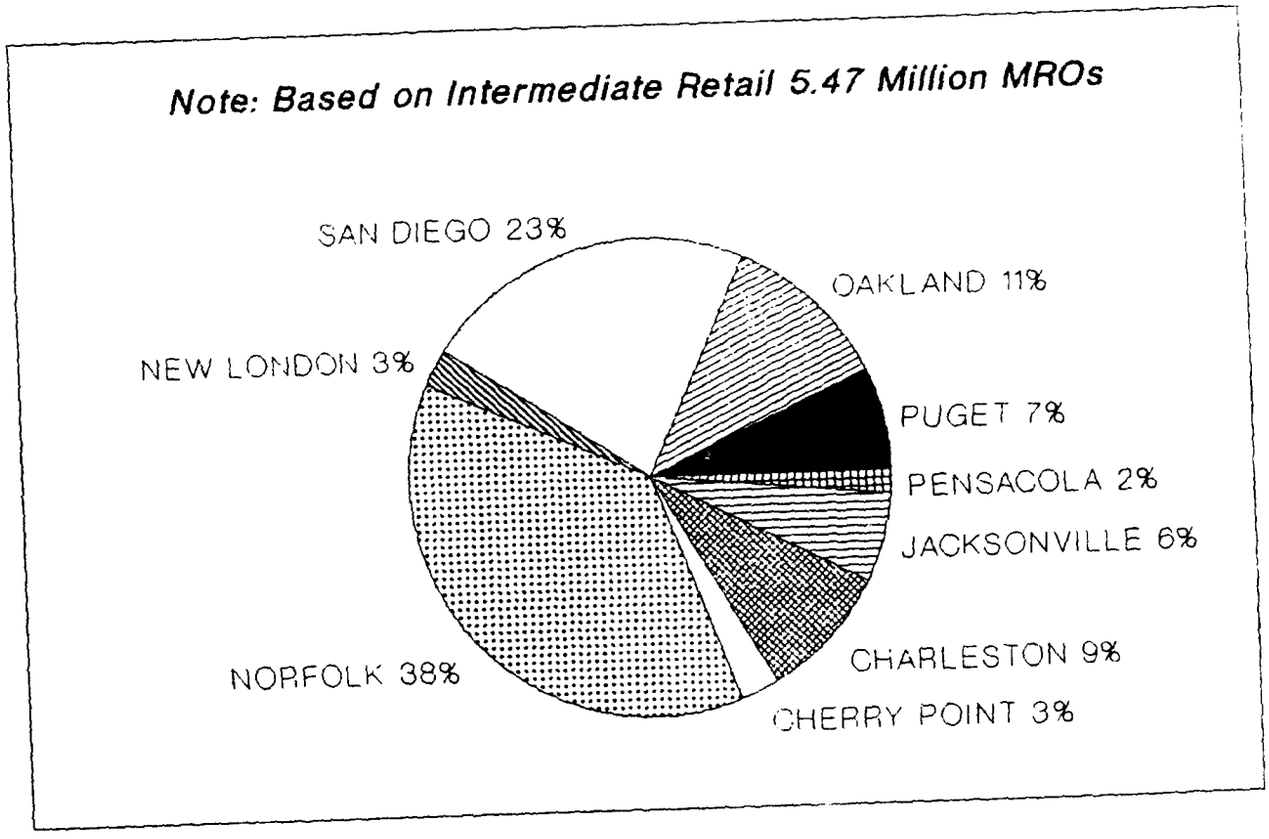

Figure 3-3. Historical Navy Issues by Location

3.2 WORKLOAD DISTRIBUTIONS

In keeping with the taskings for this project, the study team has developed costs based on both customer and vendor distribution patterns. These patterns were developed at individual FSC level, by location, and were based on the presumption that each FSC had a "least cost" solution. Each FSC's "best" solution would be largely driven by the distribution of both customers and vendors as measured by the mileage from any specific stockage location. Additionally, the impact of any specialized handling (transit shed and packaging operations) requirements have also been addressed within the analysis on a qualitative basis.

3.2.1 CUSTOMER PATTERNS

By way of example, Table 3-1 and Figure 3-4 capture a sample of the type of customer patterns which were developed. This table and chart depicts the FSC 1720 (Aircraft Launching Equipment) family of items. The percent breakouts of all MROs (annual total of 2418 MROs) broken out by various customer mileage intervals, as well as for distinct fleet (identified as east and west) and overseas (identified as OCONUS east and west) shore based customers are displayed for Norfolk and Susquehanna.

Table 3-1. Customer Distribution Patterns for Aircraft Launching Equipment (FSC 1720)

	Depot Location			
	Norfolk		Susquehanna	
	MRO Count	MRO Percent	MRO Count	MRO Percent
Customer Area				
LT 50 miles	360	15	0	0
LT 100 miles	28	1	146	6
LT 250 miles	124	5	365	15
LT 1000 miles	62	3	59	2
GE 1000 miles	175	7	179	7
OCONUS West	6	0	6	0
Fleet West	975	40	975	40
OCONUS East	12	0	12	0
Fleet East	676	28	676	28
Total MRO Count: 2418			2418	

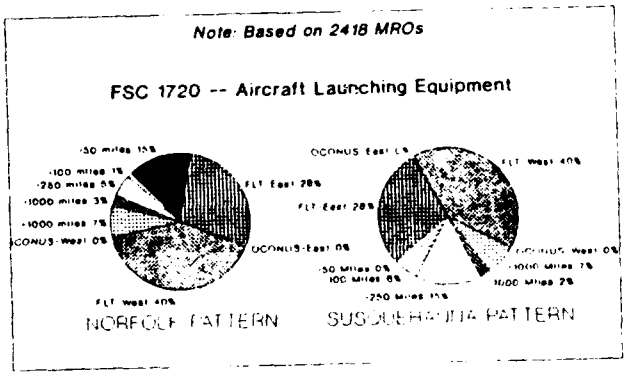

Figure 3-4. Sample Customer Patterns

The important thing to note about this example is that Norfolk has 15 percent of the system wide demand going to customers within 50 miles of that site, plus an additional 28 percent of total demand going to the fleet customers at Norfolk. Consequently, Norfolk is "seeing" fully 43 percent of the total system demand going to customers in the immediate vicinity. Additionally, the fleet in the west (most of which operates from San Diego) has 40 percent of the total system demand. Susquehanna, on the other hand, has no demand for this FSC for customers who are located within 50 miles of that facility.

The Navy customer pattern of requiring stock on both coasts (refer to Table 3-1) is not a one-of-a-kind situation. It seems to be a relatively common situation for those FSCs in which the Navy has significant demand. This picture remains valid even when you consider the impact of ships deployed overseas.

In this respect the previous table (Table 3-1) indicated that there were 676 MROs which went to ships at Norfolk (labeled as 'Fleet East'). This included 108 MROs that went to Norfolk based ships deployed overseas. Likewise, there were 975 MROs that went to ships based on the West Coast (predominantly at San Diego and labeled as 'Fleet West'). These 975 MROs included 156 MROs that went to West Coast ships deployed overseas. Consequently, this Navy pattern of requiring stock on both coasts was not significantly altered by overseas ship deployments (refer to Appendix C of this report for detailed customer patterns for all FSCs which experienced any activity over the annual period covered by this study).

In an attempt to understand the interactions of these customer demand patterns, the study team has assessed these patterns at a more global level. Portrayed by Figure 3-5 are the customer distribution patterns for DLA, Navy, and the Army grouped on a mileage interval basis. The Army's data covers their CONUS based shipments (all Army data was derived from the Logistics Intelligence File (LIF) which is maintained by the Army and which was previously provided to DLA in support of the Army Direct Support System Analysis, DLA-93-P20096). What is readily apparent, is that very significant differences exist in the historical distribution support patterns between Defense components. Although the study team did not have access to Air Force intermediate wholesale and retail level data, it is suspected that the Air Force would represent still another distribution.

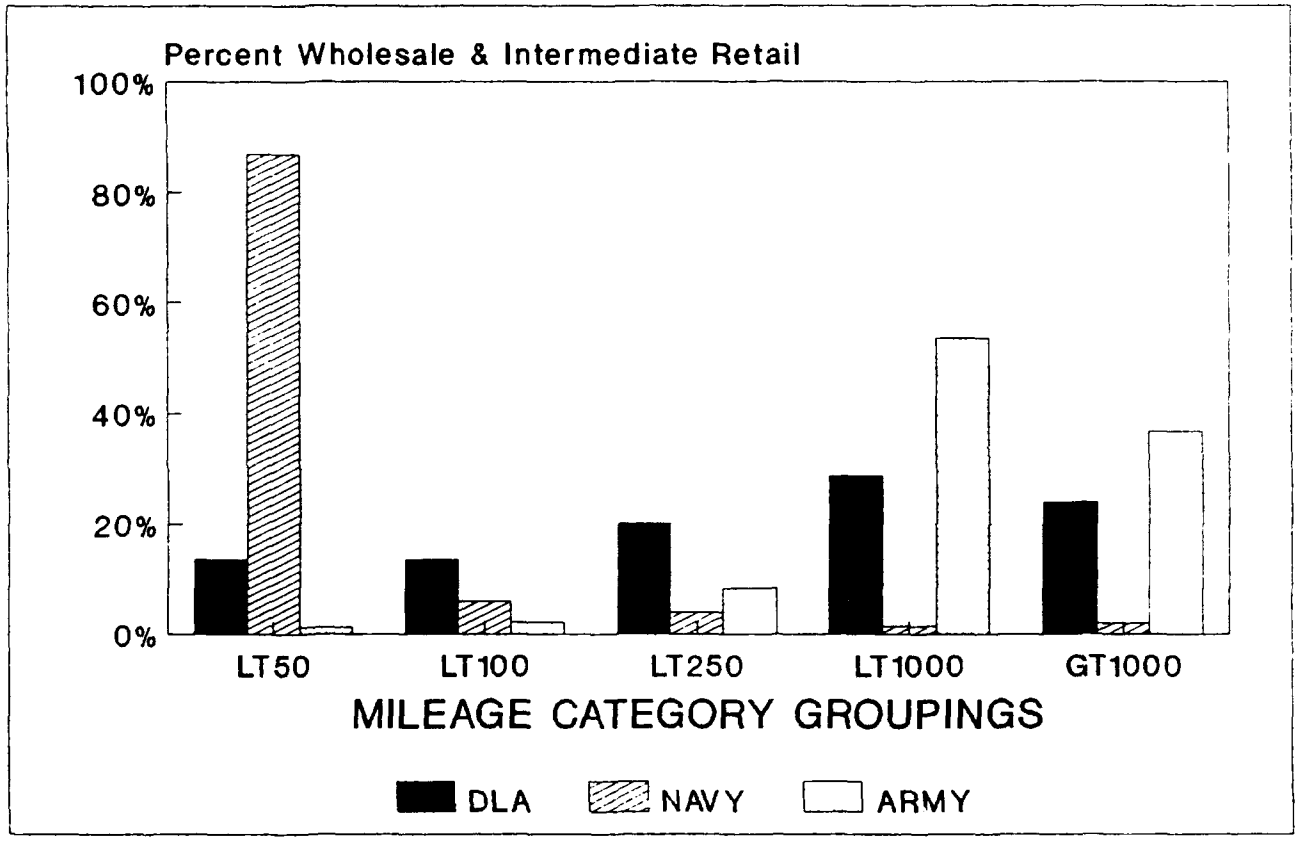

Figure 3-5. DLA, Navy, & Army Customer Patterns

It is interesting to note that from a historical perspective, over 80 percent of Navy (intermediate wholesale and retail) MROs have gone to Navy customers who were within 50 miles of a Navy stock point. This should not be surprising since ships must come into port while most Navy industrial activities are also located adjacent to ports. On the other hand, the Army is deployed across much of the United States. Consequently, when they send a battalion or a brigade to train at the National Training Center (NTC) at Fort Irwin in the Mojave desert, requisitions to support that mission (which is required to meet Army readiness needs) often travel across country. Finally, if we look at the DLA historical distribution (which represents the distribution pattern that has been employed to support all prior DLA studies), one sees that the support pattern is more uniform as compared with either the Navy or the Army. This, too, should not be surprising since DLA has historically stored most materiel across the six traditional DLA depots (Richmond, Mechanicsburg, Columbus, Memphis, Ogden, and Tracy) and MROs went to local (within 50 miles) customers and also to customers who were distributed around the nation.

3.2.2 VENDOR PATTERNS

Although customer distribution patterns are significant for their impact on second destination transportation costs and the specialized handling costs incurred for fleet issue items which must be temporarily stored at transit sheds, they do not tell the full story with respect to costs. Consequently, let us now examine the other major element of cost that is evaluated in this study. This element deals with the cost of shipping items from a vendor to a storage location.

Displayed by Figure 3-6 are the mileage distribution patterns of vendors for the two major east coast locations (Susquehanna and Norfolk). As noted, these patterns are based on the annual receipts which comprised almost 710 thousand new procurement receipts across the system. In keeping with the study methodology of evaluating all possible single siting options (based on FSC activity for selected depots), these patterns have been built up from the FSC level.

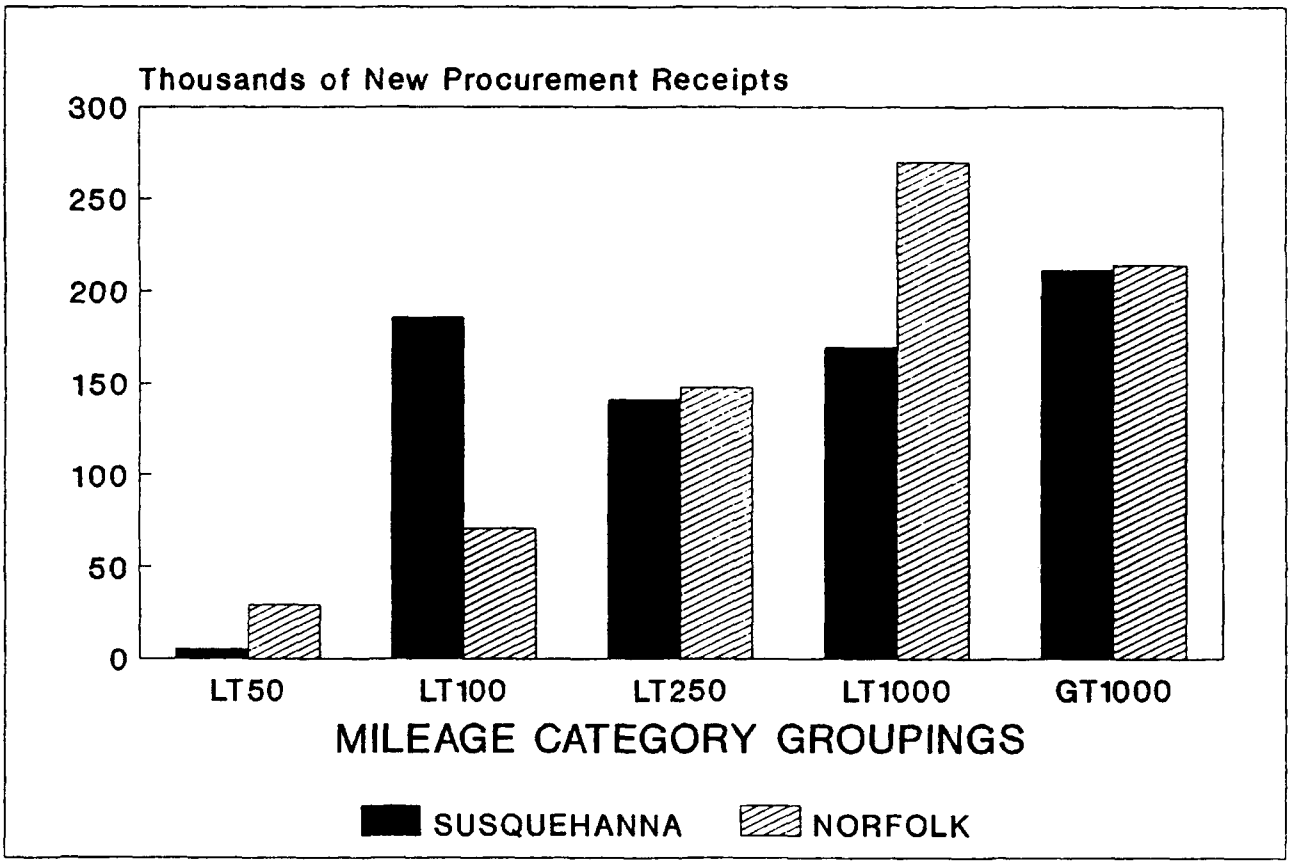

Figure 3-6. Susquehanna & Norfolk Vendor Receipt Patterns

Given the concentration of vendors in the northeast and upper midwest, it should not be surprising to see that the Susquehanna site has a large number of active vendors within the 100 and 250 mile categories. However, what is notable here is that the Norfolk site is relatively well positioned with respect to vendor locations. In fact, within the 50 mile interval, Norfolk has significantly more vendors as compared with Susquehanna. Also, in the 250 mile category, these two sites have approximately the same distribution.

This pattern is not unique to Norfolk and Susquehanna. A very similar pattern exists for the San Diego and the San Joaquin distribution sites. In that instance, San Diego not only has a very sizeable military population, but also is in close proximity to the bulk of the country's west coast industrial base which is concentrated in southern California. (If and when U.S. Customs data becomes available, it is suspected that the large volume of manufactured products being derived from northern Mexico will further emphasize this distribution). Vendor patterns for these main sites, as well as the other sites examined in the study, are displayed in Figure 3-7. All sites are identified by their respective 2-digit Routing Identifier Code (RIC), as noted in Table 3-2.

Table 3-2. Depot Routing Identifier Codes

Depot Site	2-Digit RIC
New London	NI
Susquehanna	SA
Norfolk	NN
Cherry Point	PT
Charleston	NR
Jacksonville	NB
Pensacola	NA
Bremerton at Puget Sound	NU
San Joaquin	SB
San Diego	ND

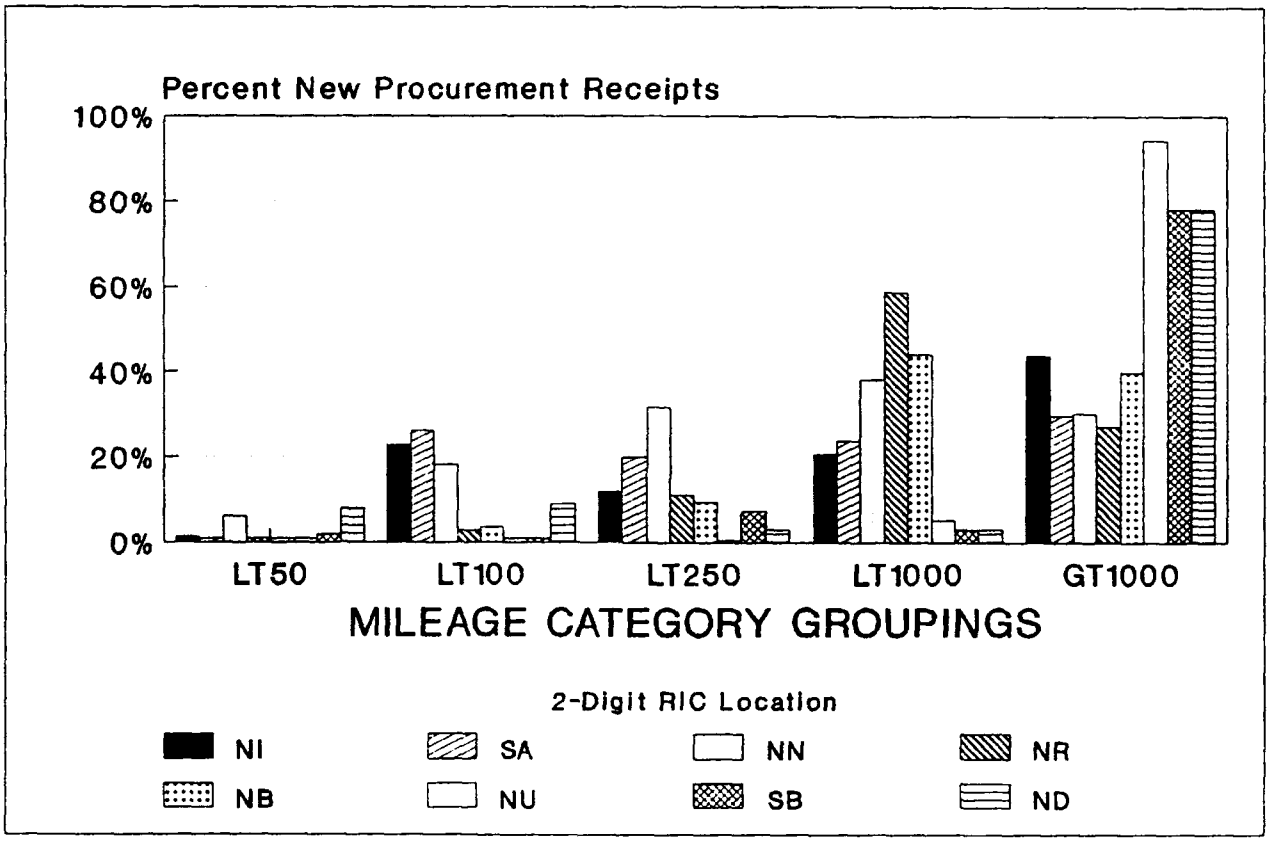

Figure 3-7. Vendor Receipt Distribution Patterns

3.2.3 PATTERN IMPLICATIONS

The genesis of the different customer distribution patterns is thought to be largely due to how the various Defense components operate with the Navy and the Army representing operational opposites. The Navy, operating from a restricted number of coastal locations, is highly concentrated and consequently has the majority of their supplies going to customers within 50 miles of a stock location. The Army, on the other hand, is geographically widely dispersed. Thus, the Army must provide extensive support to installations which are located predominantly within the 250 to 1000 mile range, as well as, the over 1000 mile range intervals as measured from supporting depots.

Now DLA, as the principal wholesaler, historically provided support from six depot locations that were designed to support all military customers regardless of where a customer was based or deployed. Consequently, DLA's customer support distribution patterns are more dispersed as compared with the Navy. However, DLA support patterns are more evenly distributed across the mileage intervals considered in this study as compared to the Army's.

If we now consider the probable interactions that exist between the distinct customer and vendor patterns that we have highlighted in this study, one will be led to infer cost implications vis-a-vis various stockage policies and transportation costs. For instance, given that the Navy operations are highly concentrated at major ports, we suspect that a customer oriented stockage policy will prove to be "best" if the Navy site captures a large percentage of the total system demand for a class of items since this would minimize second destination transportation costs. Further, given that some Navy sites are in close proximity to a significant vendor population, stocking near these major Navy customers would also reduce first destination transportation charges. However, for the Army, given their operational and support dispersion patterns, it is likely that a vendor based stockage policy will be cost effective. This is especially true if the Army sites exhibited significant demand variability from year-to-year (refer to the recent DLA study entitled *Stockage Location and Policy Analysis*, Report No. DLA-92-P10148 of August 1992 for additional insight on the effects of demand variability).

Although retail level Air Force data was not available for this study, given that their operational dispersion characteristics are between those of the Navy and the Army, it is suspected that the Air Force would have a dispersion pattern that was somewhere between those exhibited by the other two Services. Consequently, the Air Force would be expected to have classes of items which could be managed under both policies. For example, those items that experienced demand variability by time and geographic area would lend themselves to a vendor oriented policy. Conversely, items which exhibited demand stability over time and were geographically concentrated would likely favor a customer based stockage policy.

We've discussed some of the Service level implications of these various business patterns (customers and vendors), and now we must turn our attention to the principal DoD wholesaler, DLA. Since DLA supports all three Services, the Agency's stockage policy has been structured to "best" meet total wholesale requirements. Thus, DLA has attempted to provide both cost effective and responsive support to all military customers. This required that DLA take a balanced approach with respect to stock positioning decisions; i.e., in some instances, classes of items are "best" managed under a **stock-closest-to-the-customer** option, while other items are "best" managed under a **stock-closest-to-the-vendor** policy (refer to Appendix A of this report for a brief summary of historical studies on this subject).

Because DLA is taking a balanced approach with respect to meeting overall DoD wholesale support requirements, there inevitably are tradeoffs which must be considered from a functional perspective when making stockage decisions. This is why the study team, operating from a purely analytical position, was unable to develop a single "rule of thumb" that could easily be used to establish the stock location for every FSC. Given all of the different vendor and customer patterns that we encountered, as well as the wide range in physical characteristics (e.g., weight, cube, special stocking attributes such as shelf-life considerations), it proved impossible to quantify a single measure. This was the third major objective of the study (see subsection 1.2) which proved to be an impractical goal to satisfy.

Since the DoD is "downsizing" and undergoing major redeployments of force structure, it is necessary that DLA stockage policy continue to be tailored to "best" meet overall DoD requirements. This tailoring of stockage policy, to balance both costs and to support responsiveness, must be accomplished while operating within the inherited depot distribution system, as constrained by the Base Realignment and Closure (BRAC) initiatives. Consequently, DLA will need to actively work with the Service components to "best" effect a total DoD stockage policy that fully supports an integrated

wholesale and retail system. It is only by "fine tuning" DoD stockage policies that we can jointly work towards providing a cost effective supply system which is responsive to military contingencies.

3.3 SINGLE SITE COMPARATIVE COSTS

There is an immediate implication with respect to transportation costs which are to be developed from these vendor and customer patterns. That implication is that a specific depot location will likely be "least cost" if that location has both a high concentration of local military customers and a significant proportion of vendors who are also favorably located in relative close proximity. Displayed in Figure 3-8 are the comparative cost results for the ten locations considered for this analysis. In keeping with the study methodology and the workload distributions (which included DoD wholesale and actual Navy retail level data) employed in this study, it should not be surprising that the "least cost" site for the east coast turned out to be Norfolk while the next "best" east coast site was Susquehanna. Likewise, the "least cost" site for the west coast turned out to be San Diego with the next best location being the San Joaquin site.

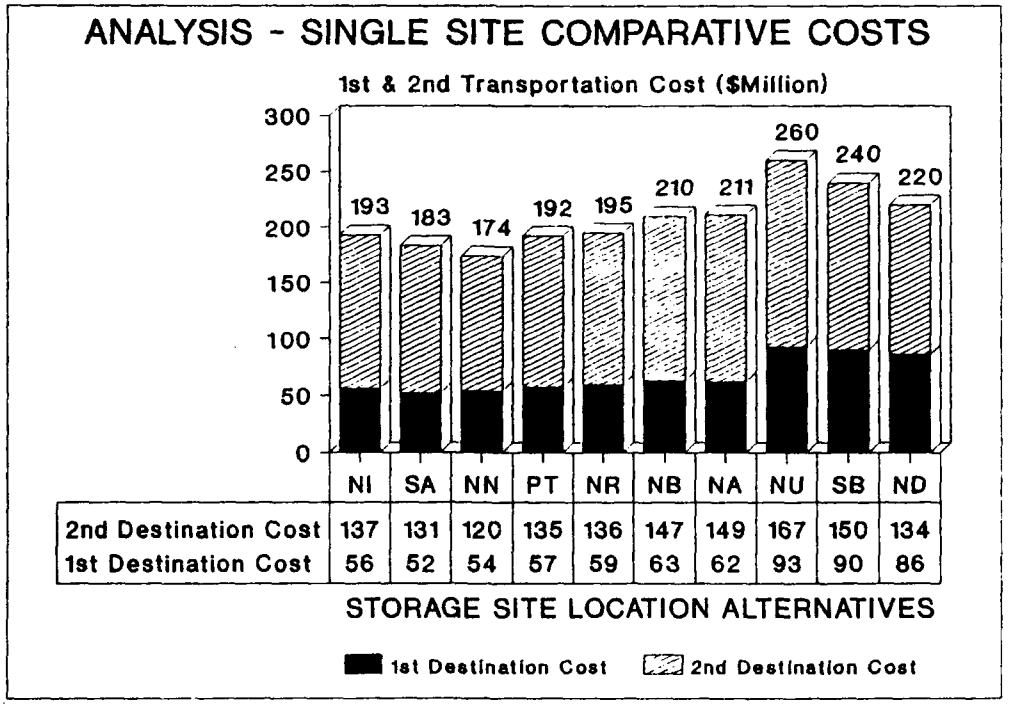

Figure 3-8. Single Site Storage Comparative Annual Estimates

SECTION 4
CONCLUSIONS

Based on the results of our study, which for the first time combined historical DLA wholesale and Navy retail requirements, we reached the following conclusions for an unconstrained single site storage strategy:

* The best "least cost" east coast location is Norfolk. This site is potentially $9 million dollars less expensive annually than the next best east coast site which is Susquehanna.

* The best "least cost" west coast location is San Diego. This site is potentially $20 million dollars less expensive annually than the next best west coast site which is San Joaquin.

* The most costly east coast site is Pensacola. This site is potentially $37 million dollars more expensive annually than the best east coast site which is Norfolk.

* The most costly west coast site is Puget Sound. This site is potentially $40 million dollars more expensive annually than the best west coast site which is San Diego.

* Customer distribution patterns are significantly different between DLA, Navy, and the Army (Air Force retail level data was unavailable for this project).

* Navy customers are highly concentrated around Norfolk and San Diego.

* Army customers are widely dispersed across the country.

* DLA customer patterns are less dispersed than Army's.

* A significant percentage of vendors are well positioned to support customers who are clustered near the best "least cost" east and west coast sites; namely, Norfolk and San Diego.

* No single "rule of thumb" (e.g., if a geographic region has 50 percent of total system demand, then establish a stock point near that location) could be quantified which would be valid for every FSC.

SECTION 5
RECOMMENDATIONS

The following recommendations are made:

* Establish a storage assignment team to review those FSCs where the Navy is the principal customer. This team would then evaluate selected FSCs for possible item storage at the "least cost" alternative depot sites closest to Navy customers. These assignments would be subject to depot capacity constraints and would consider dual siting of stock if demands were sufficient on both coasts.

* Develop a comprehensive Department of Defense (DoD) stockage analysis for wholesale and retail. This should include all three Services and DLA over a full procurement cycle of 24 months to account for demand variability. Air Force, Army, and additional Navy retail level data from what is currently available within DLA will need to be obtained.

* Conduct a comprehensive DoD transportation trade-off analysis which evaluates benefits that might result from alternative business practices. The intent would be to reduce the "double handling" of materiel and thus realize tangible savings. The scope of the analysis would include depot-to-depot transshipments and overseas requirements.

APPENDIX A
BRIEF REVIEW OF HISTORICAL STUDIES IMPACTING STOCK LOCATION DECISIONS

Historically, stock positioning studies across the Department of Defense (DoD) have consistently assumed that demands are geographically stable. Consequently, studies were conducted on the basis of limited time horizons (i.e., typically with 1 year or less of data). Further, these studies often aggregated demand data to a level which tended to obscure any significant variations that might exist in demand patterns. However, these earlier studies were successful in highlighting the excess capacity that existed in the DoD depot distribution system, as well as that the system was sub-optimal at best since each DoD component appeared to have a parochial perspective.

This situation of sub-optimization was initially identified as early as the late 1960s when the Defense Supply Agency (DSA) conducted an analysis known as the Stock Positioning and Transportation Study (SPATS). This effort, which assumed that demand was stable, was based on 6 months of demand data from the wholesale level and employed a linear programing model. In spite of using a limited time horizon and aggregating data to accommodate the computer limitations of that era, the study concluded that redistributing stocks to meet shifting geographic requirements was both inefficient and costly.

Later on during the mid 1970s, the DoD Materiel Distribution Study (DoDMDS) employed a mixed integer programing model along with a simulation model to evaluate 12 months of activity (both receipts and issues) with the underlying assumption that DoD activity levels were stable. Four principal conclusions were reached. The first was that there was a high percentage of stock which was inactive that contributed to items being in long supply (this was recently confirmed and quantified in DLA's Long Supply Study of January 1993, Report No. DLA-93-P00221). Second, that the continuance of distinct consumable and repair item distribution systems could not be supported on a cost basis. Third, that the collocated maintenance sites were significant contributors to DoD wholesale distribution costs (this conclusion has been confirmed for Navy sites and is documented in the current report of which this appendix is a part). Lastly, that through depot mission consolidation, system costs could be significantly lowered and DoD's excess storage capacity could be reduced to levels appropriate to the threat (this is very "true" in light of today's force structure and threat requirements).

Then in the early 1980s, the DoD Wholesale Interservice Depot Support Study (WIDS) was evaluated while using only 3 months of data. The study was limited in that it assumed DoD demand was stable (this conclusion was most likely reached by the WIDS team based on excessive data aggregation) and only examined second destination transportation (depot to customer requirements). However, the study did conclude that the DoD wholesale distribution system was grossly sub-optimal with a typical DoD customer receiving materiel from 18 different depots. Further, the analysis concluded that the distribution system had extensive excess capacity.

Moving up in time to the 1990s, we find that more recent studies have been completed as a result of various Defense Management Review Decisions (DMRDs). In this regard we have two studies which specifically address DLA's original Primary Distribution System (PDS) concept dealing with the depot consolidation efforts. Also, three studies examined various aspects of inventory reduction initiatives and the stock-closest-to-the-vendor policy option.

The two depot consolidation studies both looked at the DLA PDS concept. The first (Report No. DLA-91-P10173, August 1991) looked at the depot consolidation from a stock-closest-to-the-customer perspective. The second effort (Report No. DLA-92-P20130, August 1992) looked at the same issue but from a different perspective; i.e., stock-closest-to-the-vendor. In both of these projects, the full DoD range (wholesale and retail) for receipts and issues was incorporated. However, there were two critical assumptions. The first was that since Service retail data was not available to the study team, it was estimated by scaling up the available DLA wholesale data (this had the effect of capturing the total workload while using DLA distribution patterns to spread the workload). The second major assumption was that as a depot was "pruned" from the analysis as a contender for becoming a PDS depot, if it was a Service depot, fully 50 percent of the mission remained at the "pruned" site to meet retail needs, while if the "pruned" depot was a DLA site, fully 25 percent of the mission remained to account for special support missions. The consequence of these assumptions was that the retail level mission (which was estimated by using the DLA customer distribution patterns since detailed Service level data was unavailable) never factored further in the analysis once a depot had been "pruned" from subsequent consideration. Under both of these studies, the 3-PDS concept proved supportable given the constraints of the studies.

Continuing with the more recent studies of the 1990s which have impacts on stockage decisions, there were three studies which were done to address inventory reduction and the option of stock-closest-to-the-vendor. The first (Report No. DLA-91-P00218, June 1991) was done to initially ascertain what the expected impacts would be on the Agency as a result of budget cuts and item transfers from the Services. Results of the analysis indicated that the net effects of item transfers and budget cuts would result in demands significantly below the 1985 levels.

The second effort (Report No. DLA-91-P81076, June 1991) looked specifically at wholesale receipts and issues for bulk items. This study was one of the first that did not make the assumption that demand was stable. Consequently, this analysis looked at the maximum procurement cycle which, at the time, was defined as being 36 months (this cycle was redefined to 24 months based on the new DoD 4140.1-R, January 1993, Materiel Management Regulation). This effort concluded that it was best to stock at a site which minimizes both first and second destination transportation costs.

Finally, the most recent stock positioning study (Report No. DLA-92-P10148, August 1992) also looked at the full procurement cycle of 36 months for the DLA wholesale system. Additionally, it explicitly analyzed DoD variability for both customer demands and vendor shipments and found that demand was not stable for the items covered in the study (approximately 219 thousand active items where "active" was defined as having 12 demands or more per year). This study concluded that stocking-closest-to-the-vendor for the 3-PDS depot system (which was the only depot distribution system evaluated) was the most cost effective policy for the items covered by the study.

To summarize, one may conclude as one reads the history of DoD stock distribution studies, that it is "best" to not over aggregate data since, historically, data aggregation has hidden system variability. Additionally, it is appropriate to use as much data as possible since using too short a time period will also mask system variability. (Preferably, the time period should include a full procurement range.) Further, it is important to include actual DoD wholesale and Service (Army, Navy, and Air Force) level intermediate wholesale and retail level data. This last issue is important since the two levels (wholesale and retail) are quite different in terms of their business patterns and vary significantly by DoD component. In short, to effect good (both cost effective and responsive) stock-distribution solutions within DoD, one must examine the full DoD system and not be restricted to only one DoD component.

APPENDIX B

BIBLIOGRAPHY

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APPENDIX C

FEDERAL SUPPLY CLASS SINGLE SITE DISTRIBUTION PATTERNS

APPENDIX C
FEDERAL SUPPLY CLASS SINGLE SITE DISTRIBUTION PATTERNS

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1005	910	74264	Susquehanna	0.8	5.2	9.5	16	31	2.4	9	2	24
1005	910	74264	Norfolk	1.4	7.7	4.9	18.5	30	2.4	9	2	24
1005	910	74264	Tracy	0.9	1.5	5.9	4.1	50.3	2.4	9	2	24
1005	910	74264	San Diego	2.6	2.9	3.5	1.9	51.7	2.4	9	2	24
1010	83	4933	Susquehanna	2.4	4.3	11.2	17	27.3	2	9.9	2.7	23.2
1010	83	4933	Norfolk	1.2	8.9	5.7	20.3	26	2	9.9	2.7	23.2
1010	83	4933	Tracy	0.4	1.7	6.6	5.2	48.2	2	9.9	2.7	23.2
1010	83	4933	San Diego	4.3	2.2	3.3	1.1	51.4	2	9.9	2.7	23.2
1015	236	8109	Susquehanna	2.8	3.4	8.3	17.9	28.6	6	9.9	7.1	15.9
1015	236	8109	Norfolk	1.5	5.1	6	21.8	26.7	6	9.9	7.1	15.9
1015	236	8109	Tracy	0.3	1.7	6.4	3.6	49	6	9.9	7.1	15.9
1015	236	8109	San Diego	2.8	3.5	2.5	1.4	50.9	6	9.9	7.1	15.9
1020	95	3095	Susquehanna	0	0.3	11.7	10.5	14.5	20.9	9.4	25.8	6.8
1020	95	3095	Norfolk	7.2	0.1	2.4	18	9.3	20.9	9.4	25.8	6.8
1020	95	3095	Tracy	0	0.1	8.7	0.3	27.9	20.9	9.4	25.8	6.8
1020	95	3095	San Diego	6.8	2	0.1	0.1	28.1	20.9	9.4	25.8	6.8
1025	125	3316	Susquehanna	10.3	1.4	7.7	28.1	27.7	0	4.9	0.1	19.7
1025	125	3316	Norfolk	0.4	6.4	11.5	29.8	27.1	0	4.9	0.1	19.7
1025	125	3316	Tracy	0.1	0.7	5.8	3.2	65.4	0	4.9	0.1	19.7
1025	125	3316	San Diego	1.6	4.1	1.2	1.3	67	0	4.9	0.1	19.7
1030	1	55	Susquehanna	1.8	27.3	21.8	12.7	27.3	0	1.8	1.8	5.5
1030	1	55	Norfolk	7.3	3.6	30.9	25.5	23.6	0	1.8	1.8	5.5
1030	1	55	Tracy	0	3.6	1.8	3.6	81.8	0	1.8	1.8	5.5
1030	1	55	San Diego	1.8	0	3.6	1.8	83.6	0	1.8	1.8	5.5
1035	2	19	Susquehanna	0	0	47.4	5.3	5.3	21.1	5.3	10.5	5.3
1035	2	19	Norfolk	47.4	0	0	5.3	5.3	21.1	5.3	10.5	5.3
1035	2	19	Tracy	0	0	5.3	0	52.6	21.1	5.3	10.5	5.3
1035	2	19	San Diego	5.3	0	0	0	52.6	21.1	5.3	10.5	5.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1040	0	119	Susquehanna	0	3.4	10.1	13.4	28.6	4.2	10.1	6.7	23.5
1040	0	119	Norfolk	6.7	3.4	0.8	15.1	29.4	4.2	10.1	6.7	23.5
1040	0	119	Tracy	6.7	0.8	7.6	1.7	38.7	4.2	10.1	6.7	23.5
1040	0	119	San Diego	5.9	1.7	7.6	0	40.3	4.2	10.1	6.7	23.5
1045	7	1640	Susquehanna	0	1.3	7	10.1	12	28.1	0.6	40.3	0.5
1045	7	1640	Norfolk	2.7	1.3	6.5	10.4	9.5	28.1	0.6	40.3	0.5
1045	7	1640	Tracy	0.1	0	2.3	7	21.2	28.1	0.6	40.3	0.5
1045	7	1640	San Diego	1.9	0.3	0.1	0.4	27.8	28.1	0.6	40.3	0.5
1055	112	1983	Susquehanna	0.4	1.2	7.6	8.5	31.6	7.5	10.7	11	21.5
1055	112	1983	Norfolk	2	5.1	2	10.2	30	7.5	10.7	11	21.5
1055	112	1983	Tracy	0.3	0.2	5.1	1.7	42.1	7.5	10.7	11	21.5
1055	112	1983	San Diego	3.4	1.7	0.8	0.4	43	7.5	10.7	11	21.5
1075	4	1082	Susquehanna	0	0.2	45	6	10.9	28.8	0.9	8.1	0
1075	4	1082	Norfolk	44	0.1	3.7	3.8	10.5	28.8	0.9	8.1	0
1075	4	1082	Tracy	0	0	0.4	0.3	61.5	28.8	0.9	8.1	0
1075	4	1082	San Diego	0.2	0.2	0	0	61.7	28.8	0.9	8.1	0
1080	0	224	Susquehanna	0	5.8	5.8	13.4	37.9	0	27.2	0	9.8
1080	0	224	Norfolk	0	3.1	4.5	19.2	36.2	0	27.2	0	9.8
1080	0	224	Tracy	0.4	2.2	3.1	4	53.1	0	27.2	0	9.8
1080	0	224	San Diego	0.9	2.2	4.9	1.8	53.1	0	27.2	0	9.8
1090	0	551	Susquehanna	8	1.1	9.1	8.3	29.4	6.7	5.8	11.8	19.8
1090	0	551	Norfolk	6.9	0.7	11.1	9.8	27.4	6.7	5.8	11.8	19.8
1090	0	551	Tracy	0	0.4	6.4	2.2	47	6.7	5.8	11.8	19.8
1090	0	551	San Diego	1.3	5.1	1.3	0.7	47.5	6.7	5.8	11.8	19.8
1095	146	12425	Susquehanna	0	4.3	19.1	19.2	28	13	4.9	7	4.5
1095	146	12425	Norfolk	9.4	5.5	4.3	24.4	27.1	13	4.9	7	4.5
1095	146	12425	Tracy	0.3	2.3	9.6	8.2	50.3	13	4.9	7	4.5
1095	146	12425	San Diego	6.1	2.8	4.3	1.2	56.2	13	4.9	7	4.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1190	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
1190	0	0	Norfolk	0	0	0	0	0	0	0	0	0
1190	0	0	Tracy	0	0	0	0	0	0	0	0	0
1190	0	0	San Diego	0	0	0	0	0	0	0	0	0
1210	5	134	Susquehanna	0	12.7	6	3.7	8.2	19.4	17.2	22.4	10.4
1210	5	134	Norfolk	5.2	12.7	1.5	3	8.2	19.4	17.2	22.4	10.4
1210	5	134	Tracy	0.7	0	6	1.5	22.4	19.4	17.2	22.4	10.4
1210	5	134	San Diego	6	0	0.7	0	23.9	19.4	17.2	22.4	10.4
1220	10	1000	Susquehanna	0.5	3.3	13.1	17.3	15.1	13.2	4	29.5	4
1220	10	1000	Norfolk	4.7	3.7	13.2	13.3	14.4	13.2	4	29.5	4
1220	10	1000	Tracy	0.5	0.5	3.4	6.7	38.2	13.2	4	29.5	4
1220	10	1000	San Diego	2.4	0.9	1.1	0.7	44.2	13.2	4	29.5	4
1240	130	4771	Susquehanna	3.5	4.1	8	21	30.2	3.4	10.3	3.7	15.8
1240	130	4771	Norfolk	0.5	6.4	6.3	24.1	29.4	3.4	10.3	3.7	15.8
1240	130	4771	Tracy	1.6	1.4	7.2	2.4	54.2	3.4	10.3	3.7	15.8
1240	130	4771	San Diego	3.5	3.6	3.2	0.6	55.8	3.4	10.3	3.7	15.8
1250	0	16	Susquehanna	0	0	18.8	6.3	6.3	43.8	0	18.8	6.3
1250	0	16	Norfolk	18.8	0	0	6.3	6.3	43.8	0	18.8	6.3
1250	0	16	Tracy	0	0	6.3	0	25	43.8	0	18.8	6.3
1250	0	16	San Diego	6.3	0	0	0	25	43.8	0	18.8	6.3
1260	14	334	Susquehanna	9.3	6.9	5.7	3.9	40.4	11.1	1.8	5.4	15.6
1260	14	334	Norfolk	3.6	8.1	10.5	3.9	40.1	11.1	1.8	5.4	15.6
1260	14	334	Tracy	12.3	0	7.2	2.4	44.3	11.1	1.8	5.4	15.6
1260	14	334	San Diego	2.1	4.8	12.3	2.4	44.6	11.1	1.8	5.4	15.6
1265	5	317	Susquehanna	0	4.4	10.7	7.3	11	22.7	4.7	34.1	5
1265	5	317	Norfolk	5.4	4.4	6.6	6.9	10.1	22.7	4.7	34.1	5
1265	5	317	Tracy	0.6	0	7.6	1.9	23.3	22.7	4.7	34.1	5
1265	5	317	San Diego	6.6	0.9	0.6	0	25.2	22.7	4.7	34.1	5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1270	68	938	Susquehanna	0.1	6.6	7.5	19.1	35.4	8.2	7	5.3	10.8
1270	68	938	Norfolk	2.1	9	3.9	17.6	36	8.2	7	5.3	10.8
1270	68	938	Tracy	8	2.2	5.5	2.7	50.2	8.2	7	5.3	10.8
1270	68	938	San Diego	2.9	2.7	11.3	2.1	49.7	8.2	7	5.3	10.8
1280	19	1397	Susquehanna	0	8.7	12.5	34.6	19.9	8	5.2	9.2	2
1280	19	1397	Norfolk	10.7	8.3	2.1	35.1	19.4	8	5.2	9.2	2
1280	19	1397	Tracy	3.8	1.9	6.9	2.1	61	8	5.2	9.2	2
1280	19	1397	San Diego	2.4	4.2	5.9	0.4	62.8	8	5.2	9.2	2
1285	45	2501	Susquehanna	0	1.6	7.1	6.9	13.6	27.6	8.4	29.4	5.4
1285	45	2501	Norfolk	4.9	1.3	1.4	10.9	10.7	27.6	8.4	29.4	5.4
1285	45	2501	Tracy	0.8	0.1	6.1	1.4	20.8	27.6	8.4	29.4	5.4
1285	45	2501	San Diego	3.6	2.4	0.9	0.3	21.9	27.6	8.4	29.4	5.4
1287	0	21	Susquehanna	0	0	85.7	0	9.5	0	0	4.8	0
1287	0	21	Norfolk	28.6	0	57.1	0	9.5	0	0	4.8	0
1287	0	21	Tracy	0	0	0	9.5	85.7	0	0	4.8	0
1287	0	21	San Diego	0	0	0	0	95.2	0	0	4.8	0
1290	53	2485	Susquehanna	4.5	5.2	12	16.7	25.6	3.4	9.8	4.6	18.3
1290	53	2485	Norfolk	1.3	7	8.6	21.7	25.4	3.4	9.8	4.6	18.3
1290	53	2485	Tracy	0.3	1.8	4.5	3.3	54	3.4	9.8	4.6	18.3
1290	53	2485	San Diego	3	1.2	2.3	2.9	54.5	3.4	9.8	4.6	18.3
1377	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
1377	0	0	Norfolk	0	0	0	0	0	0	0	0	0
1377	0	0	Tracy	0	0	0	0	0	0	0	0	0
1377	0	0	San Diego	0	0	0	0	0	0	0	0	0
1420	64	2291	Susquehanna	0.7	2.3	13.5	15.1	29.9	11.2	7.2	14.1	5.9
1420	64	2291	Norfolk	7.6	5	3.9	16.6	28.4	11.2	7.2	14.1	5.9
1420	64	2291	Tracy	0.4	1.5	6.5	8.8	44.3	11.2	7.2	14.1	5.9
1420	64	2291	San Diego	2.2	3.9	4.4	6.8	44.2	11.2	7.2	14.1	5.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1430	191	5079	Susquehanna	14.4	3.2	13.3	9.6	30	3.1	8.2	3.6	14.6
1430	191	5079	Norfolk	9.6	4.3	16.5	10.4	29.7	3.1	8.2	3.6	14.6
1430	191	5079	Tracy	3	1.9	12.1	2.8	50.7	3.1	8.2	3.6	14.6
1430	191	5079	San Diego	7.3	4.6	5.4	6.3	46.9	3.1	8.2	3.6	14.6
1440	480	11843	Susquehanna	3.1	2.9	13.5	12.6	34	8.4	6.5	8.1	10.8
1440	480	11843	Norfolk	10.4	3.4	8.1	11.3	33	8.4	6.5	8.1	10.8
1440	480	11843	Tracy	0.8	3.6	13.6	4.8	43.2	8.4	6.5	8.1	10.8
1440	480	11843	San Diego	8.9	4	6.8	3.4	42.9	8.4	6.5	8.1	10.8
1450	67	1679	Susquehanna	4.6	3.1	11.1	10	32.6	13.4	7.6	9.9	7.6
1450	67	1679	Norfolk	4.2	7.3	10.3	7.6	32	13.4	7.6	9.9	7.6
1450	67	1679	Tracy	0.5	0.7	10.9	8.5	40.9	13.4	7.6	9.9	7.6
1450	67	1679	San Diego	3.7	6.7	4.3	6	40.8	13.4	7.6	9.9	7.6
1560	3022	120481	Susquehanna	0.3	5	17.6	18.6	30	5.6	8.7	3.8	10.4
1560	3022	120481	Norfolk	10.1	7.9	3.3	21	29.2	5.6	8.7	3.8	10.4
1560	3022	120481	Tracy	1.5	1.5	10.1	3.4	55	5.6	8.7	3.8	10.4
1560	3022	120481	San Diego	6.7	2.9	4.2	1.6	56	5.6	8.7	3.8	10.4
1610	61	4446	Susquehanna	0	6.3	28.9	18.6	10	11.8	14.6	4.5	5.2
1610	61	4446	Norfolk	18	9.1	2.9	24.5	9.3	11.8	14.6	4.5	5.2
1610	61	4446	Tracy	0.1	0.1	6.5	0.8	56.3	11.8	14.6	4.5	5.2
1610	61	4446	San Diego	4.4	2.2	0.3	0.2	56.8	11.8	14.6	4.5	5.2
1615	358	21218	Susquehanna	0.5	3.2	13.4	29.1	26.9	3.8	6.6	2.9	13.5
1615	358	21218	Norfolk	3.6	7.8	3.6	31.5	26.7	3.8	6.6	2.9	13.5
1615	358	21218	Tracy	0.3	1.5	9	1.6	60.8	3.8	6.6	2.9	13.5
1615	358	21218	San Diego	6.4	2.5	2.4	1.3	60.5	3.8	6.6	2.9	13.5
1620	292	10944	Susquehanna	0.1	3.4	21.6	22.6	26.3	9	5.9	4	7.2
1620	292	10944	Norfolk	10.1	11.5	2.8	24.1	25.5	9	5.9	4	7.2
1620	292	10944	Tracy	0.3	1.5	13.1	5.1	53.9	9	5.9	4	7.2
1620	292	10944	San Diego	10.1	2.6	3.2	3.5	54.6	9	5.9	4	7.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1630	141	16074	Susquehanna	0.1	5.8	18.1	19.2	30.5	8	5.4	6.3	6.6
1630	141	16074	Norfolk	8	10.9	3.6	22.3	28.9	8	5.4	6.3	6.6
1630	141	16074	Tracy	0.3	3.1	13.7	4.3	52.2	8	5.4	6.3	6.6
1630	141	16074	San Diego	8.5	4.2	4.9	2.3	53.7	8	5.4	6.3	6.6
1650	2317	48313	Susquehanna	0.1	3.1	19.6	19.9	30.7	4.6	10.5	3.5	7.9
1650	2317	48313	Norfolk	12.7	6.6	2.4	21.7	30.1	4.6	10.5	3.5	7.9
1650	2317	48313	Tracy	1.9	1.1	12	5.1	53.4	4.6	10.5	3.5	7.9
1650	2317	48313	San Diego	9.2	2.3	4.1	1.7	56.1	4.6	10.5	3.5	7.9
1660	331	17911	Susquehanna	0.1	6.8	17.3	18.3	24.5	14.3	8.9	5.8	4
1660	331	17911	Norfolk	7.9	10.2	3.4	21.7	23.8	14.3	8.9	5.8	4
1660	331	17911	Tracy	1.3	1.5	7.4	4.6	52.1	14.3	8.9	5.8	4
1660	331	17911	San Diego	4.7	2.2	4	1.1	54.8	14.3	8.9	5.8	4
1670	283	10111	Susquehanna	0.6	5.9	13.3	17.3	34.2	4.7	8.6	2.7	12.8
1670	283	10111	Norfolk	4.4	8.6	5.2	21.1	32.1	4.7	8.6	2.7	12.8
1670	283	10111	Tracy	1.8	1.7	10.1	5.3	52.5	4.7	8.6	2.7	12.8
1670	283	10111	San Diego	5.5	4	5.2	3	53.6	4.7	8.6	2.7	12.8
1680	2425	63501	Susquehanna	0.5	4	16.1	22.4	25.8	4.6	11.4	4	11.1
1680	2425	63501	Norfolk	8.6	7.7	3.1	24.3	25.2	4.6	11.4	4	11.1
1680	2425	63501	Tracy	1	1.2	10.4	3.5	52.8	4.6	11.4	4	11.1
1680	2425	63501	San Diego	6.9	3.1	3.2	1.1	54.5	4.6	11.4	4	11.1
1710	6	3640	Susquehanna	0	2.4	19.4	5.4	14.5	27.7	2.9	22.2	5.4
1710	6	3640	Norfolk	17	1.6	3.4	6.4	13.5	27.7	2.9	22.2	5.4
1710	6	3640	Tracy	0	0.4	10.4	1.5	29.5	27.7	2.9	22.2	5.4
1710	6	3640	San Diego	8.5	1.8	1.2	0.1	30.3	27.7	2.9	22.2	5.4
1720	0	2418	Susquehanna	0	6	15.1	2.4	7.4	40.3	0.2	28	0.5
1720	0	2418	Norfolk	14.9	1.2	5.1	2.6	7.2	40.3	0.2	28	0.5
1720	0	2418	Tracy	0	0.1	5.4	1.7	23.8	40.3	0.2	28	0.5
1720	0	2418	San Diego	3.2	2.2	0.1	0	25.5	40.3	0.2	28	0.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
1730	1728	32115	Susquehanna	0.2	4.7	12.2	17.5	33.8	3.7	10.6	3.8	13.5
1730	1728	32115	Norfolk	3.5	6.5	5.4	20.2	32.7	3.7	10.6	3.8	13.5
1730	1728	32115	Tracy	2.2	2.2	6.3	5.9	51.7	3.7	10.6	3.8	13.5
1730	1728	32115	San Diego	2.2	2.8	7.6	3.8	51.9	3.7	10.6	3.8	13.5
1740	141	3213	Susquehanna	0.1	3.4	17.6	17.9	24.5	5.5	7.7	7.4	15.9
1740	141	3213	Norfolk	3.6	13.1	4.4	19.1	23.1	5.5	7.7	7.4	15.9
1740	141	3213	Tracy	2.3	0.9	4.6	4.3	51.3	5.5	7.7	7.4	15.9
1740	141	3213	San Diego	1.5	2.2	5.9	2.3	51.4	5.5	7.7	7.4	15.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2010	334	5484	Susquehanna	0.1	2	12	9.5	23.9	11.3	19	11.2	11
2010	334	5484	Norfolk	9.3	1.6	7.9	7.1	21.7	11.3	19	11.2	11
2010	334	5484	Tracy	0.3	0	18	2.5	26.7	11.3	19	11.2	11
2010	334	5484	San Diego	13.9	4.1	0.4	0.1	29.1	11.3	19	11.2	11
2020	12	140	Susquehanna	0	0.7	18.6	10.7	14.3	16.4	8.6	22.1	8.6
2020	12	140	Norfolk	12.1	6.4	1.4	10	14.3	16.4	8.6	22.1	8.6
2020	12	140	Tracy	0	0	11.4	0.7	32.1	16.4	8.6	22.1	8.6
2020	12	140	San Diego	11.4	0	0	0.7	32.1	16.4	8.6	22.1	8.6
2030	158	2043	Susquehanna	0.5	3.1	11.9	7.3	21.8	10.4	17.3	13.9	13.9
2030	158	2043	Norfolk	10.6	1.6	5.8	6.2	20.4	10.4	17.3	13.9	13.9
2030	158	2043	Tracy	0.2	0.2	10.2	6.5	27.5	10.4	17.3	13.9	13.9
2030	158	2043	San Diego	7.4	2.6	0.5	1.1	32.9	10.4	17.3	13.9	13.9
2040	761	14591	Susquehanna	0	4.1	10.5	9.2	17.6	12.8	16.3	14.7	14.8
2040	761	14591	Norfolk	6.8	2.1	7.8	8.1	16.7	12.8	16.3	14.7	14.8
2040	761	14591	Tracy	0.2	0.1	9	4.6	27.6	12.8	16.3	14.7	14.8
2040	761	14591	San Diego	6.6	2.4	0.3	0.3	31.9	12.8	16.3	14.7	14.8
2050	4	152	Susquehanna	0	5.3	19.7	17.8	23.7	9.9	4.6	9.9	9.2
2050	4	152	Norfolk	15.8	7.2	13.2	9.9	20.4	9.9	4.6	9.9	9.2
2050	4	152	Tracy	0	0	6.6	3.3	56.6	9.9	4.6	9.9	9.2
2050	4	152	San Diego	4.6	2	0	0	59.9	9.9	4.6	9.9	9.2
2090	193	8113	Susquehanna	0.1	4.7	10.1	8.8	18.4	13.6	12.4	13.9	18.1
2090	193	8113	Norfolk	5.5	2.9	6.1	10	17.6	13.6	12.4	13.9	18.1
2090	193	8113	Tracy	0.3	0.3	7.2	3.5	30.9	13.6	12.4	13.9	18.1
2090	193	8113	San Diego	4.7	2.5	0.7	0.6	33.6	13.6	12.4	13.9	18.1
2240	13	166	Susquehanna	7.2	9	10.8	15.7	45.2	1.2	7.2	1.2	2.4
2240	13	166	Norfolk	2.4	10.8	13.3	16.3	45.2	1.2	7.2	1.2	2.4
2240	13	166	Tracy	1.2	0	7.2	19.3	60.2	1.2	7.2	1.2	2.4
2240	13	166	San Diego	3	3	2.4	14.5	65.1	1.2	7.2	1.2	2.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2250	1	32	Susquehanna	0	0	34.4	6.3	25	0	31.3	0	3.1
2250	1	32	Norfolk	6.3	12.5	6.3	15.6	25	0	31.3	0	3.1
2250	1	32	Tracy	0	9.4	9.4	0	46.9	0	31.3	0	3.1
2250	1	32	San Diego	0	3.1	9.4	6.3	46.9	0	31.3	0	3.1
2410	0	17	Susquehanna	0	0	0	5.9	23.5	0	41.2	0	29.4
2410	0	17	Norfolk	0	0	0	5.9	23.5	0	41.2	0	29.4
2410	0	17	Tracy	0	0	5.9	0	23.5	0	41.2	0	29.4
2410	0	17	San Diego	0	5.9	0	0	23.5	0	41.2	0	29.4
2420	0	6	Susquehanna	0	0	16.7	33.3	0	0	16.7	0	33.3
2420	0	6	Norfolk	0	16.7	0	33.3	0	0	16.7	0	33.3
2420	0	6	Tracy	0	0	0	0	50	0	16.7	0	33.3
2420	0	6	San Diego	0	0	0	0	50	0	16.7	0	33.3
2510	1830	129646	Susquehanna	1.9	3.4	8.5	16.3	31.7	0.1	9.1	0	29
2510	1830	129646	Norfolk	0.4	6.4	5	19.3	30.8	0.1	9.1	0	29
2510	1830	129646	Tracy	0.4	1.4	3.3	3.3	53.4	0.1	9.1	0	29
2510	1830	129646	San Diego	1	2.1	2.4	2.7	53.6	0.1	9.1	0	29
2520	2100	90670	Susquehanna	2.1	3.6	8.5	15.1	29.6	0.4	11.2	0.3	29.2
2520	2100	90670	Norfolk	0.9	5.9	5.4	17.9	28.8	0.4	11.2	0.3	29.2
2520	2100	90670	Tracy	0.5	1.2	4.8	4.9	47.6	0.4	11.2	0.3	29.2
2520	2100	90670	San Diego	2	2.6	2.4	3.6	48.3	0.4	11.2	0.3	29.2
2530	4851	227007	Susquehanna	1.5	4.2	9.5	14	27.4	0.7	10.8	0.6	31.2
2530	4851	227007	Norfolk	1.4	6.3	5.4	17.3	26.3	0.7	10.8	0.6	31.2
2530	4851	227007	Tracy	0.8	1.4	4.5	4.1	45.8	0.7	10.8	0.6	31.2
2530	4851	227007	San Diego	1.8	2.7	3.2	2.6	46.5	0.7	10.8	0.6	31.2
2540	3035	307366	Susquehanna	1.2	3.8	9.3	16.8	32.9	0.2	8.6	0.1	27.2
2540	3035	307366	Norfolk	0.6	6.8	4.7	20	31.8	0.2	8.6	0.1	27.2
2540	3035	307366	Tracy	0.5	1.5	3.6	3.8	54.6	0.2	8.6	0.1	27.2
2540	3035	307366	San Diego	1	2.4	2.8	2.7	55.1	0.2	8.6	0.1	27.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2590	1803	92832	Susquehanna	2	3.4	8.5	15.8	32.5	0.3	9.3	0.3	27.9
2590	1803	92832	Norfolk	0.9	5.9	5.2	18.5	31.8	0.3	9.3	0.3	27.9
2590	1803	92832	Tracy	0.6	1.4	4.6	3.7	52	0.3	9.3	0.3	27.9
2590	1803	92832	San Diego	1.6	2.9	2.7	2.7	52.4	0.3	9.3	0.3	27.9
2620	48	20118	Susquehanna	0.1	7.6	10.6	21.3	25.1	12.6	0.9	19.2	2.7
2620	48	20118	Norfolk	2.4	10.4	6.5	27.4	17.9	12.6	0.9	19.2	2.7
2620	48	20118	Tracy	0.1	3.4	10.1	0.9	50	12.6	0.9	19.2	2.7
2620	48	20118	San Diego	6.6	1.4	4	2.5	50.1	12.6	0.9	19.2	2.7
2805	450	23265	Susquehanna	2.5	3.9	10.8	15.1	28.2	2.3	11.1	2.2	23.9
2805	450	23265	Norfolk	2.6	6	7.1	17.7	27.3	2.3	11.1	2.2	23.9
2805	450	23265	Tracy	1	1.8	6.4	3.9	47.5	2.3	11.1	2.2	23.9
2805	450	23265	San Diego	3.4	2.7	3.8	2.3	48.3	2.3	11.1	2.2	23.9
2810	19	202	Susquehanna	0	4	23.3	12.9	24.8	2.5	13.4	7.4	11.9
2810	19	202	Norfolk	17.3	5.9	4.5	13.9	23.3	2.5	13.4	7.4	11.9
2810	19	202	Tracy	0.5	0	6.9	4	53.5	2.5	13.4	7.4	11.9
2810	19	202	San Diego	3.5	3	1.5	2	55	2.5	13.4	7.4	11.9
2815	1998	55177	Susquehanna	1.8	3	10.6	11.5	29.1	4.1	15.9	5.5	18.6
2815	1998	55177	Norfolk	5.2	4.2	5.5	12.9	28	4.1	15.9	5.5	18.6
2815	1998	55177	Tracy	0.9	0.5	12.2	4.4	38	4.1	15.9	5.5	18.6
2815	1998	55177	San Diego	8.6	3.5	1.7	3	39.1	4.1	15.9	5.5	18.6
2820	2	45	Susquehanna	0	0	4.4	11.1	11.1	37.8	2.2	28.9	4.4
2820	2	45	Norfolk	2.2	0	11.1	2.2	11.1	37.8	2.2	28.9	4.4
2820	2	45	Tracy	0	0	8.9	2.2	15.6	37.8	2.2	28.9	4.4
2820	2	45	San Diego	8.9	0	0	0	17.8	37.8	2.2	28.9	4.4
2825	677	12039	Susquehanna	0	3.4	14.2	7	18.4	14.5	18.2	15.1	9.3
2825	677	12039	Norfolk	13.1	0.2	8.6	2.6	18.4	14.5	18.2	15.1	9.3
2825	677	12039	Tracy	0	0	14.8	3.3	24.8	14.5	18.2	15.1	9.3
2825	677	12039	San Diego	11.2	3.7	0	0.4	27.7	14.5	18.2	15.1	9.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2830	0	4	Susquehanna	0	0	0	0	0	0	0	0	100
2830	0	4	Norfolk	0	0	0	0	0	0	0	0	100
2830	0	4	Tracy	0	0	0	0	0	0	0	0	100
2830	0	4	San Diego	0	0	0	0	0	0	0	0	100
2835	134	11405	Susquehanna	0.1	3.1	15.7	9.3	34.7	10.8	9.3	8.9	8.2
2835	134	11405	Norfolk	2.2	11.6	5.4	10.2	33.5	10.8	9.3	8.9	8.2
2835	134	11405	Tracy	1.2	0.6	9.3	6.3	45.3	10.8	9.3	8.9	8.2
2835	134	11405	San Diego	7.3	1.6	5.5	3.1	45.3	10.8	9.3	8.9	8.2
2840	49	27651	Susquehanna	0.2	1.7	10.2	23.4	43.5	4	9.1	1.8	6.1
2840	490	27651	Norfolk	3.7	6.1	2.2	24.6	42.4	4	9.1	1.8	6.1
2840	490	27651	Tracy	0.5	1.6	16.9	4.1	55.9	4	9.1	1.8	6.1
2840	490	27651	San Diego	12.6	4	4.1	1.2	57	4	9.1	1.8	6.1
2845	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
2845	0	0	Norfolk	0	0	0	0	0	0	0	0	0
2845	0	0	Tracy	0	0	0	0	0	0	0	0	0
2845	0	0	San Diego	0	0	0	0	0	0	0	0	0
2850	2	1	Susquehanna	0	0	0	0	0	0	100	0	0
2850	2	1	Norfolk	0	0	0	0	0	0	100	0	0
2850	2	1	Tracy	0	0	0	0	0	0	100	0	0
2850	2	1	San Diego	0	0	0	0	0	0	100	0	0
2895	21	244	Susquehanna	0	4.9	10.7	18	21.3	4.5	18.4	5.7	16.4
2895	21	244	Norfolk	3.7	3.3	15.2	11.9	20.9	4.5	18.4	5.7	16.4
2895	21	244	Tracy	0.4	0	9.8	3.7	41	4.5	18.4	5.7	16.4
2895	21	244	San Diego	6.1	3.3	0.8	1.6	43	4.5	18.4	5.7	16.4
2910	3395	167784	Susquehanna	1.6	4.5	10.2	15.1	28.4	2.1	11.2	2.4	24.5
2910	3395	167784	Norfolk	2.8	5.5	6.3	17.9	27.3	2.1	11.2	2.4	24.5
2910	3395	167784	Tracy	1	1	5.4	4.5	47.9	2.1	11.2	2.4	24.5
2910	3395	167784	San Diego	2.7	2.5	3.1	2.9	48.8	2.1	11.2	2.4	24.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2915	214	16581	Susquehanna	0.3	1.9	11.4	42.4	29.3	4	4.5	2.5	3.7
2915	214	16581	Norfolk	7.1	4.1	1.7	43.4	28.8	4	4.5	2.5	3.7
2915	214	16581	Tracy	0.5	0.8	8.9	3.1	72.1	4	4.5	2.5	3.7
2915	214	16581	San Diego	7.8	1	2.1	0.8	73.6	4	4.5	2.5	3.7
2920	2706	141921	Susquehanna	1.5	5	10.6	14.7	26.9	1.1	11.7	1	27.6
2920	2706	141921	Norfolk	2	6.3	6.1	18.5	25.7	1.1	11.7	1	27.6
2920	2706	141921	Tracy	0.9	1.4	4.7	4.3	47.3	1.1	11.7	1	27.6
2920	2706	141921	San Diego	2	2.4	3.3	2.4	48.5	1.1	11.7	1	27.6
2925	338	7409	Susquehanna	0.2	4.3	9.3	25.6	36.2	3.7	7.6	1.7	11.4
2925	338	7409	Norfolk	3.1	5.5	4.5	26.9	35.7	3.7	7.6	1.7	11.4
2925	338	7409	Tracy	1.2	1.5	7.5	3.9	61.6	3.7	7.6	1.7	11.4
2925	338	7409	San Diego	5.5	1.6	4.5	1.2	62.8	3.7	7.6	1.7	11.4
2930	921	38393	Susquehanna	1.7	4	9.5	14.2	30.5	1.3	11.6	1.9	25.3
2930	921	38393	Norfolk	2.1	5.5	5.8	17.3	29.2	1.3	11.6	1.9	25.3
2930	921	38393	Tracy	1.2	1.4	6.6	4.6	46.1	1.3	11.6	1.9	25.3
2930	921	38393	San Diego	3.1	3.2	3.7	2.7	47.2	1.3	11.6	1.9	25.3
2935	64	1275	Susquehanna	2	5.6	10.4	18.6	27.7	2.6	10.9	1.7	20.4
2935	64	1275	Norfolk	3.9	6.4	6	22.1	26	2.6	10.9	1.7	20.4
2935	64	1275	Tracy	1.6	0.3	2.7	3.5	56.4	2.6	10.9	1.7	20.4
2935	64	1275	San Diego	0.9	1	4.2	1.6	56.5	2.6	10.9	1.7	20.4
2940	2237	145247	Susquehanna	1.3	4.5	10.1	15.2	28.1	1.6	10.4	2.1	26.8
2940	2237	145247	Norfolk	2.3	5.7	5.9	18.4	26.9	1.6	10.4	2.1	26.8
2940	2237	145247	Tracy	0.9	1	5.2	4.5	47.6	1.6	10.4	2.1	26.8
2940	2237	145247	San Diego	2.3	2.6	3.1	2.8	48.3	1.6	10.4	2.1	26.8
2945	145	3697	Susquehanna	0.3	8	10.3	21.8	36.2	1.4	5.5	2	14.4
2945	145	3697	Norfolk	3	6	9.7	22.5	35.5	1.4	5.5	2	14.4
2945	145	3697	Tracy	3.2	1.5	4.1	6	61.9	1.4	5.5	2	14.4
2945	145	3697	San Diego	1.2	2.7	6.4	2	64.4	1.4	5.5	2	14.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
2950	38	569	Susquehanna	0.4	2.3	6.5	22.3	29.7	1.6	22.5	1.1	13.7
2950	38	569	Norfolk	0.4	6.2	2.6	24.1	27.9	1.6	22.5	1.1	13.7
2950	38	569	Tracy	1.1	0.4	5.8	5.3	48.7	1.6	22.5	1.1	13.7
2950	38	569	San Diego	4	1.8	2.1	3.5	49.7	1.6	22.5	1.1	13.7
2990	1856	66968	Susquehanna	2.1	5.4	11.6	15.4	25.6	1.2	11.2	1.2	26.2
2990	1856	66968	Norfolk	2.1	6	8.1	19.4	24.5	1.2	11.2	1.2	26.2
2990	1856	66968	Tracy	0.9	0.8	5.6	3.3	49.5	1.2	11.2	1.2	26.2
2990	1856	66968	San Diego	2.9	2.4	2.5	2.2	50.1	1.2	11.2	1.2	26.2
2995	190	12344	Susquehanna	0.3	4.2	16.3	25.9	21.2	10.3	10.4	4.8	6.7
2995	190	12344	Norfolk	4.4	12.4	2.1	27.9	21.1	10.3	10.4	4.8	6.7
2995	190	12344	Tracy	0.4	0.7	8.5	1.7	56.6	10.3	10.4	4.8	6.7
2995	190	12344	San Diego	5.9	2.4	1.6	0.7	57.2	10.3	10.4	4.8	6.7

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3010	1858	27020	Susquehanna	0.8	3.5	12	11.9	22.2	7.1	16.1	8.6	17.8
3010	1858	27020	Norfolk	7	3.7	5.5	12.6	21.5	7.1	16.1	8.6	17.8
3010	1858	27020	Tracy	1.3	0.7	8	3.9	36.5	7.1	16.1	8.6	17.8
3010	1858	27020	San Diego	5.3	2.5	2.4	1.3	38.8	7.1	16.1	8.6	17.8
3020	3941	63598	Susquehanna	1.4	3.4	11.6	17.4	26.7	4.2	14.7	4.2	16.4
3020	3941	63598	Norfolk	5.3	4.9	5.9	18.1	26.2	4.2	14.7	4.2	16.4
3020	3941	63598	Tracy	1.7	0.9	7.6	4.7	45.5	4.2	14.7	4.2	16.4
3020	3941	63598	San Diego	4.8	2.6	3.2	2.7	47.1	4.2	14.7	4.2	16.4
3030	2344	97271	Susquehanna	1.4	4.3	9.7	14.1	26.3	2.6	11.4	3.2	27
3030	2344	97271	Norfolk	2.7	5.6	5.5	16.8	25.2	2.6	11.4	3.2	27
3030	2344	97271	Tracy	1.5	1.5	4.8	4	44.1	2.6	11.4	3.2	27
3030	2344	97271	San Diego	2.1	2.5	4.2	2.5	44.6	2.6	11.4	3.2	27
3040	5105	106657	Susquehanna	1.4	3.3	12.2	15.5	28.3	3.9	12.9	4	18.5
3040	5105	106657	Norfolk	6	5	5.2	16.8	27.6	3.9	12.9	4	18.5
3040	5105	106657	Tracy	1.2	0.8	8.1	4.5	46	3.9	12.9	4	18.5
3040	5105	106657	San Diego	5.2	2.6	3.1	2.4	47.3	3.9	12.9	4	18.5
3110	10279	252142	Susquehanna	1.4	3.7	12.4	17.7	29.7	4.9	11.8	4.9	13.6
3110	10279	252142	Norfolk	5.6	5.3	5.9	19.5	28.6	4.9	11.8	4.9	13.6
3110	10279	252142	Tracy	2.1	0.8	7.4	5.1	49.6	4.9	11.8	4.9	13.6
3110	10279	252142	San Diego	4	3.1	3.7	2.8	51.3	4.9	11.8	4.9	13.6
3120	9735	179992	Susquehanna	0.8	3.7	14.4	15	29.2	4	14.2	4.4	14.4
3120	9735	179992	Norfolk	7.6	6	5	16	28.4	4	14.2	4.4	14.4
3120	9735	179992	Tracy	1.5	0.8	10.2	5.1	45.5	4	14.2	4.4	14.4
3120	9735	179992	San Diego	6.6	3.2	3.8	2.7	46.8	4	14.2	4.4	14.4
3130	420	7992	Susquehanna	1	2.9	10.1	16.8	28.4	4.1	14.7	4.4	17.6
3130	420	7992	Norfolk	4.9	3.9	5.3	17.3	27.8	4.1	14.7	4.4	17.6
3130	420	7992	Tracy	1.5	0.8	7.5	3.6	45.7	4.1	14.7	4.4	17.6
3130	420	7992	San Diego	4.8	2.5	3.1	2.6	46.2	4.1	14.7	4.4	17.6

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3210	0	12	Susquehanna	75	0	0	8.3	8.3	0	0	0	8.3
3210	0	12	Norfolk	0	0	75	8.3	8.3	0	0	0	8.3
3210	0	12	Tracy	0	0	0	0	91.7	0	0	0	8.3
3210	0	12	San Diego	0	0	0	0	91.7	0	0	0	8.3
3220	47	359	Susquehanna	0.6	5	7.8	15.3	34.3	9.7	14.5	3.1	9.7
3220	47	359	Norfolk	0.8	4.5	6.7	19.8	31.2	9.7	14.5	3.1	9.7
3220	47	359	Tracy	0.6	1.9	8.1	7.5	44.8	9.7	14.5	3.1	9.7
3220	47	359	San Diego	4.2	3.9	4.5	1.9	48.5	9.7	14.5	3.1	9.7
3230	237	2981	Susquehanna	0.7	9.6	11.1	19.6	33.6	1.6	13.5	1.4	9
3230	237	2981	Norfolk	3.6	6.6	7.6	23.4	33.3	1.6	13.5	1.4	9
3230	237	2981	Tracy	4.6	1.1	6.6	7.2	55	1.6	13.5	1.4	9
3230	237	2981	San Diego	4	2.3	6.5	4.6	57.2	1.6	13.5	1.4	9
3405	24	173	Susquehanna	0.6	2.9	7.5	17.9	37.6	1.2	20.2	1.2	11
3405	24	173	Norfolk	2.3	2.3	2.3	20.2	39.3	1.2	20.2	1.2	11
3405	24	173	Tracy	4	1.2	7.5	8.1	45.7	1.2	20.2	1.2	11
3405	24	173	San Diego	2.3	5.2	8.1	2.9	48	1.2	20.2	1.2	11
3410	0	6	Susquehanna	0	0	16.7	16.7	50	0	0	0	16.7
3410	0	6	Norfolk	0	16.7	0	16.7	50	0	0	0	16.7
3410	0	6	Tracy	0	0	0	0	83.3	0	0	0	16.7
3410	0	6	San Diego	0	0	0	0	83.3	0	0	0	16.7
3413	17	348	Susquehanna	0.3	4.3	8.9	20.4	32.8	2.3	18.1	1.4	11.5
3413	17	348	Norfolk	1.4	4.9	3.4	24.7	32.2	2.3	18.1	1.4	11.5
3413	17	348	Tracy	1.4	1.4	3.2	8.9	51.7	2.3	18.1	1.4	11.5
3413	17	348	San Diego	1.4	1.7	4.3	4.9	54.3	2.3	18.1	1.4	11.5
3415	79	1074	Susquehanna	0.9	6.9	10.4	19.1	34.7	1.3	13.2	0.7	12.8
3415	79	1074	Norfolk	1.6	6.9	7.1	23.2	33.3	1.3	13.2	0.7	12.8
3415	79	1074	Tracy	1.8	1.8	6	4.7	57.8	1.3	13.2	0.7	12.8
3415	79	1074	San Diego	3	2.7	5	3.2	58.2	1.3	13.2	0.7	12.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3416	4	19	Susquehanna	0	0	5.3	0	26.3	5.3	36.8	0	26.3
3416	4	19	Norfolk	0	0	5.3	0	26.3	5.3	36.8	0	26.3
3416	4	19	Tracy	0	0	0	21.1	10.5	5.3	36.8	0	26.3
3416	4	19	San Diego	0	0	0	0	31.6	5.3	36.8	0	26.3
3417	29	311	Susquehanna	0.3	7.1	10.3	15.1	26.7	3.5	20.9	1.6	14.5
3417	29	311	Norfolk	5.8	5.5	6.1	19.3	22.8	3.5	20.9	1.6	14.5
3417	29	311	Tracy	3.9	1.6	5.1	2.3	46.6	3.5	20.9	1.6	14.5
3417	29	311	San Diego	2.3	2.6	5.5	5.8	43.4	3.5	20.9	1.6	14.5
3419	23	156	Susquehanna	0.6	5.8	6.4	18.6	46.8	0.6	10.3	1.3	9.6
3419	23	156	Norfolk	1.3	5.1	5.8	20.5	45.5	0.6	10.3	1.3	9.6
3419	23	156	Tracy	1.9	1.9	5.8	6.4	62.2	0.6	10.3	1.3	9.6
3419	23	156	San Diego	3.8	1.9	4.5	4.5	63.5	0.6	10.3	1.3	9.6
3424	3	8	Susquehanna	0	0	0	0	62.5	0	12.5	0	25
3424	3	8	Norfolk	0	0	0	0	62.5	0	12.5	0	25
3424	3	8	Tracy	0	0	0	50	12.5	0	12.5	0	25
3424	3	8	San Diego	0	0	0	0	62.5	0	12.5	0	25
3426	57	548	Susquehanna	0.2	14.1	16.2	21.4	21.7	3.5	6.9	6.4	9.7
3426	57	548	Norfolk	13.3	7.1	12.6	19.2	21.4	3.5	6.9	6.4	9.7
3426	57	548	Tracy	0.9	0	8	3.5	61.1	3.5	6.9	6.4	9.7
3426	57	548	San Diego	5.1	2.7	1.3	0.4	64.1	3.5	6.9	6.4	9.7
3431	380	7119	Susquehanna	0.3	4.4	13.2	17.7	31	4.2	12	8.3	9
3431	380	7119	Norfolk	6.1	4.7	7.7	17.5	30.6	4.2	12	8.3	9
3431	380	7119	Tracy	1.7	0.7	10	7.9	46.3	4.2	12	8.3	9
3431	380	7119	San Diego	6.2	2.9	4	2.6	50.9	4.2	12	8.3	9
3432	3	72	Susquehanna	0	8.3	9.7	15.3	27.8	1.4	20.8	4.2	12.5
3432	3	72	Norfolk	5.6	2.8	13.9	11.1	27.8	1.4	20.8	4.2	12.5
3432	3	72	Tracy	5.6	0	8.3	8.3	38.9	1.4	20.8	4.2	12.5
3432	3	72	San Diego	4.2	4.2	5.8	2.8	44.4	1.4	20.8	4.2	12.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3433	262	6831	Susquehanna	0.7	4.5	10.2	14.8	32	3.5	13.7	3.9	16.7
3433	262	6831	Norfolk	3.5	5.6	5	17.5	30.5	3.5	13.7	3.9	16.7
3433	262	6831	Tracy	1.4	1.2	6.1	5.3	48.2	3.5	13.7	3.9	16.7
3433	262	6831	San Diego	3.4	2.5	3.6	2.4	50.3	3.5	13.7	3.9	16.7
3436	0	29	Susquehanna	0	3.4	10.3	24.1	27.6	0	17.2	0	17.2
3436	0	29	Norfolk	3.4	0	6.9	27.6	27.6	0	17.2	0	17.2
3436	0	29	Tracy	0	3.4	3.4	3.4	55.2	0	17.2	0	17.2
3436	0	29	San Diego	0	3.4	3.4	10.3	48.3	0	17.2	0	17.2
3438	1	111	Susquehanna	0.9	2.7	7.2	11.7	33.3	5.4	5.4	2.7	30.6
3438	1	111	Norfolk	1.8	1.8	3.6	15.3	33.3	5.4	5.4	2.7	30.6
3438	1	111	Tracy	0	0	7.2	5.4	43.2	5.4	5.4	2.7	30.6
3438	1	111	San Diego	0.9	5.4	0.9	1.8	46.8	5.4	5.4	2.7	30.6
3439	1764	83546	Susquehanna	0.7	5.4	12.1	16.3	30.8	4.4	10.7	5.4	14.4
3439	1764	83546	Norfolk	4	6	6	20	29.2	4.4	10.7	5.4	14.4
3439	1764	83546	Tracy	2.1	1.2	6.2	5.7	50	4.4	10.7	5.4	14.4
3439	1764	83546	San Diego	3	2.8	4.6	3	51.8	4.4	10.7	5.4	14.4
3441	63	639	Susquehanna	0.3	5.5	13.5	16.7	24.6	7.8	17.5	7.7	6.4
3441	63	639	Norfolk	8.5	4.9	7.7	16.7	22.8	7.8	17.5	7.7	6.4
3441	63	639	Tracy	0.6	0.2	6.7	6.1	46.9	7.8	17.5	7.7	6.4
3441	63	639	San Diego	4.1	2.7	1.1	0.6	52.1	7.8	17.5	7.7	6.4
3442	5	14	Susquehanna	0	0	14.3	21.4	42.9	0	7.1	0	14.3
3442	5	14	Norfolk	0	7.1	0	35.7	35.7	0	7.1	0	14.3
3442	5	14	Tracy	0	0	7.1	28.6	42.9	0	7.1	0	14.3
3442	5	14	San Diego	0	7.1	0	28.6	42.9	0	7.1	0	14.3
3443	0	16	Susquehanna	0	0	37.5	6.3	12.5	0	37.5	0	6.3
3443	0	16	Norfolk	37.5	0	0	6.3	12.5	0	37.5	0	6.3
3443	0	16	Tracy	0	0	0	0	56.3	0	37.5	0	6.3
3443	0	16	San Diego	0	0	0	0	56.3	0	37.5	0	6.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3444	18	207	Susquehanna	2.4	3.4	15	29.5	31.9	0	9.7	0	8.2
3444	18	207	Norfolk	2.4	8.7	7.2	31.4	32.4	0	9.7	0	8.2
3444	18	207	Tracy	2.4	2.9	2.9	1.9	72	0	9.7	0	8.2
3444	18	207	San Diego	1.9	1	5.8	1.9	71.5	0	9.7	0	8.2
3445	29	232	Susquehanna	0.4	8.2	12.1	23.7	24.1	1.3	12.5	1.7	15.9
3445	29	232	Norfolk	4.7	3.9	9.9	25.4	24.6	1.3	12.5	1.7	15.9
3445	29	232	Tracy	0.9	1.7	3	2.2	60.8	1.3	12.5	1.7	15.9
3445	29	232	San Diego	0	3	3	1.7	60.8	1.3	12.5	1.7	15.9
3446	1	29	Susquehanna	0	41.4	3.4	10.3	27.6	3.4	6.9	0	6.9
3446	1	29	Norfolk	3.4	0	44.8	13.8	20.7	3.4	6.9	0	6.9
3446	1	29	Tracy	0	0	10.3	0	72.4	3.4	6.9	0	6.9
3446	1	29	San Diego	6.9	3.4	0	0	72.4	3.4	6.9	0	6.9
3448	2	28	Susquehanna	0	0	25	17.9	53.6	0	0	0	3.6
3448	2	28	Norfolk	0	0	0	32.1	64.3	0	0	0	3.6
3448	2	28	Tracy	32.1	0	0	7.1	57.1	0	0	0	3.6
3448	2	28	San Diego	0	0	32.1	3.6	60.7	0	0	0	3.6
3449	6	32	Susquehanna	0	3.1	12.5	3.1	9.4	3.1	25	0	43.8
3449	6	32	Norfolk	12.5	3.1	0	3.1	9.4	3.1	25	0	43.8
3449	6	32	Tracy	3.1	0	0	6.3	18.8	3.1	25	0	43.8
3449	6	32	San Diego	0	0	3.1	0	25	3.1	25	0	43.8
3450	2	54	Susquehanna	0	5.6	9.3	18.5	37	0	14.8	0	14.8
3450	2	54	Norfolk	3.7	3.7	5.6	31.5	25.9	0	14.8	0	14.8
3450	2	54	Tracy	1.9	1.9	7.4	3.7	55.6	0	14.8	0	14.8
3450	2	54	San Diego	5.6	0	5.6	3.7	55.6	0	14.8	0	14.8
3455	1968	32879	Susquehanna	0.6	6.7	10.7	17.6	34.6	4.7	10.4	6.6	8.2
3455	1968	32879	Norfolk	4.3	5.4	7	19.7	33.6	4.7	10.4	6.6	8.2
3455	1968	32879	Tracy	2.1	1.2	7.7	5.8	53.4	4.7	10.4	6.6	8.2
3455	1968	32879	San Diego	4.3	2.9	4.5	3.3	55.1	4.7	10.4	6.6	8.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3456	86	687	Susquehanna	0.9	10.9	5.1	13.2	16.9	2.2	38.4	1.6	10.8
3456	86	687	Norfolk	2	0.9	15.6	11.5	17	2.2	38.4	1.6	10.8
3456	86	687	Tracy	2.6	0.1	2.6	1.3	40.3	2.2	38.4	1.6	10.8
3456	86	687	San Diego	1.7	0.9	2.9	0.4	41	2.2	38.4	1.6	10.8
3460	635	14841	Susquehanna	0.5	6.2	11.1	16.3	31.5	5.4	11.3	7.2	10.4
3460	635	14841	Norfolk	4.5	4.4	7	19.4	30.4	5.4	11.3	7.2	10.4
3460	635	14841	Tracy	1.9	0.7	6.4	5.3	51.3	5.4	11.3	7.2	10.4
3460	635	14841	San Diego	3.7	2.4	3.5	2.6	53.5	5.4	11.3	7.2	10.4
3465	82	759	Susquehanna	0.5	5.9	10.8	25.4	34.3	0.3	7.8	1.2	13.8
3465	82	759	Norfolk	4	5.8	6.5	27.1	33.6	0.3	7.8	1.2	13.8
3465	82	759	Tracy	0.8	0.4	3	9.2	63.5	0.3	7.8	1.2	13.8
3465	82	759	San Diego	0.7	1.2	2.6	7.4	65.1	0.3	7.8	1.2	13.8
3510	323	3750	Susquehanna	0.1	1.3	10.7	3.5	9.4	10.1	25.4	14.1	25.3
3510	323	3750	Norfolk	8.2	1.3	2.4	4.3	8.9	10.1	25.4	14.1	25.3
3510	323	3750	Tracy	0.6	0	3.7	2.5	18.3	10.1	25.4	14.1	25.3
3510	323	3750	San Diego	2.7	1	2.3	0.3	18.8	10.1	25.4	14.1	25.3
3520	2	6	Susquehanna	0	0	0	0	83.3	0	16.7	0	0
3520	2	6	Norfolk	0	0	0	0	83.3	0	16.7	0	0
3520	2	6	Tracy	0	16.7	0	66.7	0	0	16.7	0	0
3520	2	6	San Diego	0	0	16.7	50	16.7	0	16.7	0	0
3530	89	1809	Susquehanna	0.1	6.2	9.2	13.4	34.9	2.5	17.4	3.3	13
3530	89	1809	Norfolk	3.1	7	5	14.2	34.4	2.5	17.4	3.3	13
3530	89	1809	Tracy	1.2	1.8	8.8	8.5	43.4	2.5	17.4	3.3	13
3530	89	1809	San Diego	5.3	3.3	4.3	4.6	46.3	2.5	17.4	3.3	13
3540	2	97	Susquehanna	1	2.1	2.1	9.3	72.2	0	9.3	0	4.1
3540	2	97	Norfolk	1	1	3.1	10.3	71.1	0	9.3	0	4.1
3540	2	97	Tracy	1	0	0	64.9	20.6	0	9.3	0	4.1
3540	2	97	San Diego	0	0	1	63.9	21.6	0	9.3	0	4.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3590	0	24	Susquehanna	0	8.3	16.7	4.2	8.3	12.5	16.7	33.3	0
3590	0	24	Norfolk	0	16.7	0	12.5	8.3	12.5	16.7	33.3	0
3590	0	24	Tracy	0	0	0	8.3	29.2	12.5	16.7	33.3	0
3590	0	24	San Diego	0	0	0	0	37.5	12.5	16.7	33.3	0
3610	298	3654	Susquehanna	0.7	4.5	9.7	13.7	26	7.3	13.3	9	15.7
3610	298	3654	Norfolk	2.5	5.7	4.3	16.9	25.3	7.3	13.3	9	15.7
3610	298	3654	Tracy	3.3	1.5	4.4	5.7	39.8	7.3	13.3	9	15.7
3610	298	3654	San Diego	1.9	2.4	6.9	2	41.7	7.3	13.3	9	15.7
3611	10	289	Susquehanna	0.3	10.4	9	19	42.6	0.7	11.4	0	6.6
3611	10	289	Norfolk	2.4	5.5	9	23.5	40.8	0.7	11.4	0	6.6
3611	10	289	Tracy	2.4	0.3	9.7	8.7	60.2	0.7	11.4	0	6.6
3611	10	289	San Diego	1.4	6.9	6.6	4.2	62.3	0.7	11.4	0	6.6
3615	12	175	Susquehanna	0.6	6.3	5.1	4	14.9	13.7	24.6	5.7	25.1
3615	12	175	Norfolk	1.7	7.4	4.6	2.9	14.3	13.7	24.6	5.7	25.1
3615	12	175	Tracy	0.6	0	1.1	2.9	26.3	13.7	24.6	5.7	25.1
3615	12	175	San Diego	1.1	0	0.6	0.6	28.6	13.7	24.6	5.7	25.1
3625	0	1	Susquehanna	0	0	0	0	100	0	0	0	0
3625	0	1	Norfolk	0	0	0	0	100	0	0	0	0
3625	0	1	Tracy	0	0	0	100	0	0	0	0	0
3625	0	1	San Diego	0	0	0	0	100	0	0	0	0
3630	0	1	Susquehanna	0	0	0	0	100	0	0	0	0
3630	0	1	Norfolk	0	0	0	0	100	0	0	0	0
3630	0	1	Tracy	0	0	100	0	0	0	0	0	0
3630	0	1	San Diego	0	100	0	0	0	0	0	0	0
3635	2	7	Susquehanna	0	14.3	0	85.7	0	0	0	0	0
3635	2	7	Norfolk	0	14.3	14.3	71.4	0	0	0	0	0
3635	2	7	Tracy	0	0	0	0	100	0	0	0	0
3635	2	7	San Diego	0	0	0	0	100	0	0	0	0

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3650	0	11	Susquehanna	0	9.1	0	0	9.1	0	27.3	18.2	36.4
3650	0	11	Norfolk	0	0	9.1	0	9.1	0	27.3	18.2	36.4
3650	0	11	Tracy	0	0	9.1	0	9.1	0	27.3	18.2	36.4
3650	0	11	San Diego	0	9.1	0	0	9.1	0	27.3	18.2	36.4
3655	189	3370	Susquehanna	0.2	3	15.1	10.9	19.6	10.2	11.4	16.5	13
3655	189	3370	Norfolk	5	6.3	9.1	10	18.5	10.2	11.4	16.5	13
3655	189	3370	Tracy	0.8	1.2	4.4	6.2	36.3	10.2	11.4	16.5	13
3655	189	3370	San Diego	1.8	1.6	4.3	2.3	38.9	10.2	11.4	16.5	13
3660	0	14	Susquehanna	0	0	14.3	0	14.3	28.6	28.6	14.3	0
3660	0	14	Norfolk	14.3	0	0	0	14.3	28.6	28.6	14.3	0
3660	0	14	Tracy	0	0	0	0	28.6	28.6	28.6	14.3	0
3660	0	14	San Diego	0	0	0	7.1	21.4	28.6	28.6	14.3	0
3670	0	1	Susquehanna	0	0	0	0	100	0	0	0	0
3670	0	1	Norfolk	0	0	0	0	100	0	0	0	0
3670	0	1	Tracy	0	0	0	100	0	0	0	0	0
3670	0	1	San Diego	0	0	0	100	0	0	0	0	0
3680	21	130	Susquehanna	0	7.7	6.2	15.4	35.4	3.1	13.1	6.2	13.1
3680	21	130	Norfolk	3.1	4.6	5.4	18.5	33.1	3.1	13.1	6.2	13.1
3680	21	130	Tracy	6.2	0	0	14.6	43.8	3.1	13.1	6.2	13.1
3680	21	130	San Diego	0	0	6.2	2.3	56.2	3.1	13.1	6.2	13.1
3685	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
3685	0	0	Norfolk	0	0	0	0	0	0	0	0	0
3685	0	0	Tracy	0	0	0	0	0	0	0	0	0
3685	0	0	San Diego	0	0	0	0	0	0	0	0	0
3693	2	15	Susquehanna	0	0	0	20	66.7	0	6.7	0	6.7
3693	2	15	Norfolk	0	0	0	20	66.7	0	6.7	0	6.7
3693	2	15	Tracy	0	0	26.7	20	40	0	6.7	0	6.7
3693	2	15	San Diego	0	13.3	20	6.7	46.7	0	6.7	0	6.7

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3694	25	302	Susquehanna	0	3.3	9.9	11.6	48.3	0.3	9.3	0	17.2
3694	25	302	Norfolk	1	3	2.6	21.9	44.7	0.3	9.3	0	17.2
3694	25	302	Tracy	7.9	3	6.3	6.3	49.7	0.3	9.3	0	17.2
3694	25	302	San Diego	0.3	4.6	11.6	5	51.7	0.3	9.3	0	17.2
3695	68	658	Susquehanna	1.5	6.8	17.9	13.2	23.4	0.8	15.5	0.3	20.5
3695	68	658	Norfolk	2.3	4.3	7.9	27.8	20.7	0.8	15.5	0.3	20.5
3695	68	658	Tracy	1.5	1.8	4.7	1.2	53.6	0.8	15.5	0.3	20.5
3695	68	658	San Diego	1.4	3	3.6	1.2	53.6	0.8	15.5	0.3	20.5
3710	8	34	Susquehanna	0	5.9	17.6	2.9	35.3	0	23.5	0	14.7
3710	8	34	Norfolk	0	8.8	0	17.6	35.3	0	23.5	0	14.7
3710	8	34	Tracy	5.9	0	2.9	2.9	50	0	23.5	0	14.7
3710	8	34	San Diego	0	0	5.9	2.9	52.9	0	23.5	0	14.7
3720	0	5	Susquehanna	20	0	40	0	40	0	0	0	0
3720	0	5	Norfolk	40	0	20	0	40	0	0	0	0
3720	0	5	Tracy	0	0	0	0	100	0	0	0	0
3720	0	5	San Diego	0	0	0	0	100	0	0	0	0
3740	87	2653	Susquehanna	1.9	6.3	8.5	18	27.2	2.1	11	2.5	22.5
3740	87	2653	Norfolk	1.2	7.8	6.4	20.2	26.2	2.1	11	2.5	22.5
3740	87	2653	Tracy	1.3	2	2.6	4.3	51.7	2.1	11	2.5	22.5
3740	87	2653	San Diego	1.1	1.2	4.7	1.8	53	2.1	11	2.5	22.5
3770	83	972	Susquehanna	0.9	4.4	5.6	8.7	35.4	2.2	13.8	0.3	28.7
3770	83	972	Norfolk	1.1	4.8	3.8	14.9	30.3	2.2	13.8	0.3	28.7
3770	83	972	Tracy	3	1.1	3.6	3.3	44	2.2	13.8	0.3	28.7
3770	83	972	San Diego	1.4	0.7	5.6	4.1	43.2	2.2	13.8	0.3	28.7
3805	126	3343	Susquehanna	1.3	1.4	10.2	15.3	27	0.4	19.1	0.2	25.1
3805	126	3343	Norfolk	0.5	4.5	3.2	22.8	24.1	0.4	19.1	0.2	25.1
3805	126	3343	Tracy	0.9	1	6.5	4.1	42.7	0.4	19.1	0.2	25.1
3805	126	3343	San Diego	2.6	3.1	3.4	2.6	43.4	0.4	19.1	0.2	25.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3810	40	745	Susquehanna	0.7	2.8	10.2	17.7	27.1	1.6	19.3	1.1	19.5
3810	40	745	Norfolk	2.3	6.8	2.6	21.5	25.4	1.6	19.3	1.1	19.5
3810	40	745	Tracy	0.9	0.7	5.8	3.9	47.2	1.6	19.3	1.1	19.5
3810	40	745	San Diego	3.5	2.3	2	3	47.8	1.6	19.3	1.1	19.5
3815	41	611	Susquehanna	0.8	2.8	8.7	16.4	29.1	0.3	13.9	0.3	27.7
3815	41	611	Norfolk	1.8	4.9	2.9	20.6	27.5	0.3	13.9	0.3	27.7
3815	41	611	Tracy	1.8	0.3	8	2.9	44.7	0.3	13.9	0.3	27.7
3815	41	611	San Diego	5.1	2.6	2.8	2	45.3	0.3	13.9	0.3	27.7
3820	149	1902	Susquehanna	2.7	3.5	11.8	16	26.3	0.6	17.8	0.3	21
3820	149	1902	Norfolk	1.6	6.5	7	20.1	25	0.6	17.8	0.3	21
3820	149	1902	Tracy	0.8	1.9	7.5	4.6	45.5	0.6	17.8	0.3	21
3820	149	1902	San Diego	4.3	3.2	5.4	2.1	45.3	0.6	17.8	0.3	21
3825	150	2476	Susquehanna	0.4	4.9	16.4	11.5	26.5	0.8	19.4	0.8	19.2
3825	150	2476	Norfolk	5.6	4	4.6	17	28.6	0.8	19.4	0.8	19.2
3825	150	2476	Tracy	1.6	0.7	8.1	3.9	45.4	0.8	19.4	0.8	19.2
3825	150	2476	San Diego	5.9	1.6	3.9	2.3	46.1	0.8	19.4	0.8	19.2
3830	115	4049	Susquehanna	1	2.3	8.6	16.5	30.4	0.1	14.2	0	26.8
3830	115	4049	Norfolk	0.5	2.8	4	22.4	29.1	0.1	14.2	0	26.8
3830	115	4049	Tracy	1.3	0.7	6.1	4.7	46.1	0.1	14.2	0	26.8
3830	115	4049	San Diego	1.2	4.6	2.8	3.2	47.1	0.1	14.2	0	26.8
3835	6	119	Susquehanna	0.8	3.4	0.8	33.6	32.8	1.7	13.4	0.8	12.6
3835	6	119	Norfolk	0	2.5	5.9	31.1	31.9	1.7	13.4	0.8	12.6
3835	6	119	Tracy	0	2.5	11.8	3.4	53.8	1.7	13.4	0.8	12.6
3835	6	119	San Diego	6.7	3.4	5	0.8	55.5	1.7	13.4	0.8	12.6
3895	244	4741	Susquehanna	1.3	4.9	10	16.7	33.1	0.5	11.3	0.4	21.8
3895	244	4741	Norfolk	0.5	7	6.2	20.6	31.7	0.5	11.3	0.4	21.8
3895	244	4741	Tracy	2.5	1.7	4.2	4.7	52.9	0.5	11.3	0.4	21.8
3895	244	4741	San Diego	1.5	2.4	5.5	3.1	53.5	0.5	11.3	0.4	21.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
3910	71	1151	Susquehanna	0.3	3.1	7.6	7.5	17.6	9.5	19.4	7	28.1
3910	71	1151	Norfolk	1.8	5.9	3.6	9.3	15.6	9.5	19.4	7	28.1
3910	71	1151	Tracy	0.1	0.4	8.2	2.4	25	9.5	19.4	7	28.1
3910	71	1151	San Diego	5.3	2.7	1.7	0.3	26.1	9.5	19.4	7	28.1
3920	185	3880	Susquehanna	0.6	6.6	10.7	20.4	36	0.9	10.9	1	13
3920	185	3880	Norfolk	3	6.3	6.9	23.4	34.8	0.9	10.9	1	13
3920	185	3880	Tracy	2.2	1.1	4.5	8.6	57.9	0.9	10.9	1	13
3920	185	3880	San Diego	1.7	2.1	4.9	7.2	58.3	0.9	10.9	1	13
3930	245	5802	Susquehanna	1	3.6	10.3	12.6	25.5	1.3	18.1	1.7	26
3930	245	5802	Norfolk	4	5.2	5	14.8	23.9	1.3	18.1	1.7	26
3930	245	5802	Tracy	1.4	0.9	5.7	4.2	40.7	1.3	18.1	1.7	26
3930	245	5802	San Diego	2.4	2.9	3.9	2.6	41.2	1.3	18.1	1.7	26
3940	115	4674	Susquehanna	0.9	5.3	9.5	14	27.3	4.6	16.6	5.1	16.7
3940	115	4674	Norfolk	2.4	5.9	6.4	16.9	25.3	4.6	16.6	5.1	16.7
3940	115	4674	Tracy	1	0.4	5.8	4.5	45.3	4.6	16.6	5.1	16.7
3940	115	4674	San Diego	3.6	2	2.3	2	47	4.6	16.6	5.1	16.7
3950	303	5327	Susquehanna	0.4	5.2	12.4	11.8	25.1	4.4	16.3	5.3	19.1
3950	303	5327	Norfolk	6	5.1	6.6	13.5	23.7	4.4	16.3	5.3	19.1
3950	303	5327	Tracy	0.8	0.6	7.4	4.9	41.2	4.4	16.3	5.3	19.1
3950	303	5327	San Diego	4.3	2.9	2.7	2.4	42.6	4.4	16.3	5.3	19.1
3960	8	230	Susquehanna	0	1.3	10	7.4	12.6	16.1	19.1	13.9	19.6
3960	8	230	Norfolk	9.6	0	6.1	3	12.6	16.1	19.1	13.9	19.6
3960	8	230	Tracy	0	0	8.7	3	19.6	16.1	19.1	13.9	19.6
3960	8	230	San Diego	4.3	4.3	0	0	22.6	16.1	19.1	13.9	19.6
3990	628	4101	Susquehanna	0.7	6	11.5	17.1	34.2	1.7	10	0.8	17.9
3990	628	4101	Norfolk	2.3	7.9	6.9	19.8	32.7	1.7	10	0.8	17.9
3990	628	4101	Tracy	2.3	1	5.6	7.3	53.4	1.7	10	0.8	17.9
3990	628	4101	San Diego	2.4	2.6	4.8	4.5	55.3	1.7	10	0.8	17.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4010	2003	51686	Susquehanna	1.2	4.2	11.2	16.6	31.4	2.4	11.2	2.8	19.3
4010	2003	51686	Norfolk	3.7	5.8	5.4	19	30.4	2.4	11.2	2.8	19.3
4010	2003	51686	Tracy	1.5	1.2	5.6	4.7	51.5	2.4	11.2	2.8	19.3
4010	2003	51686	San Diego	2.7	2.6	3.8	2.8	52.5	2.4	11.2	2.8	19.3
4020	881	41217	Susquehanna	0.6	6.1	11.6	14.7	27.6	5.1	11.6	6.6	16.1
4020	881	41217	Norfolk	3.8	5.9	6.6	18.3	26.1	5.1	11.6	6.6	16.1
4020	881	41217	Tracy	1.3	1.2	5	6	47.2	5.1	11.6	6.6	16.1
4020	881	41217	San Diego	2.7	2	3.4	2.3	50.2	5.1	11.6	6.6	16.1
4030	1151	57275	Susquehanna	1	5.2	12.6	15.9	31.7	4	9.4	4.4	15.8
4030	1151	57275	Norfolk	4.5	6.3	6.1	19.1	30.5	4	9.4	4.4	15.8
4030	1151	57275	Tracy	1.5	0.9	5.6	5.5	53	4	9.4	4.4	15.8
4030	1151	57275	San Diego	3.1	2.2	3.4	2.6	55	4	9.4	4.4	15.8
4110	554	5554	Susquehanna	0.5	4.9	7.4	14.4	34.7	1.6	16.2	1.5	18.8
4110	554	5554	Norfolk	2.1	4.3	5.5	16.3	33.7	1.6	16.2	1.5	18.8
4110	554	5554	Tracy	0.7	0.9	2.8	19	38.5	1.6	16.2	1.5	18.8
4110	554	5554	San Diego	1.5	1	2.7	17.2	39.5	1.6	16.2	1.5	18.8
4120	95	1838	Susquehanna	0.4	7.9	14.5	7.7	11.4	7.9	29.1	7.3	13.9
4120	95	1838	Norfolk	10.3	5	8	9.3	9.4	7.9	29.1	7.3	13.9
4120	95	1838	Tracy	0.3	0.4	2.8	0.4	37.9	7.9	29.1	7.3	13.9
4120	95	1838	San Diego	1.4	1.3	1	0.7	37.5	7.9	29.1	7.3	13.9
4130	2665	44145	Susquehanna	0.9	3.1	9.1	9.3	20.5	8.5	18	11.4	19.1
4130	2665	44145	Norfolk	4.9	3.4	5.9	9.2	19.6	8.5	18	11.4	19.1
4130	2665	44145	Tracy	2	0.7	5.2	4	31	8.5	18	11.4	19.1
4130	2665	44145	San Diego	3.5	1.6	3.5	2.3	32	8.5	18	11.4	19.1
4140	1774	28221	Susquehanna	0.7	4.7	10.2	12.5	25.1	7	14.1	8.7	17
4140	1774	28221	Norfolk	4.9	4.3	6	14.1	23.9	7	14.1	8.7	17
4140	1774	28221	Tracy	2.8	0.9	6.5	4.5	38.5	7	14.1	8.7	17
4140	1774	28221	San Diego	3.8	2.3	4.6	2	40.5	7	14.1	8.7	17

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4210	1958	46612	Susquehanna	0.6	5.2	9.1	11.5	23.6	8.8	13.2	11.8	16.2
4210	1958	46612	Norfolk	3.2	4	6.5	13.8	22.4	8.8	13.2	11.8	16.2
4210	1958	46612	Tracy	1	0.7	5.4	4	38.8	8.8	13.2	11.8	16.2
4210	1958	46612	San Diego	2.9	2.4	2.4	1.5	40.8	8.8	13.2	11.8	16.2
4220	1124	23852	Susquehanna	0.1	3.7	13.3	10.4	19.3	10.7	17.3	13.9	11.4
4220	1124	23852	Norfolk	6.7	5	4.4	13.6	17.1	10.7	17.3	13.9	11.4
4220	1124	23852	Tracy	0.6	0.5	8.8	3.4	33.3	10.7	17.3	13.9	11.4
4220	1124	23852	San Diego	6.6	1.9	1.9	0.7	35.6	10.7	17.3	13.9	11.4
4230	38	1757	Susquehanna	3.1	3.1	9.8	12.7	27	4.6	11.8	7.1	20.7
4230	38	1757	Norfolk	1.8	6.2	7.2	14.5	26.1	4.6	11.8	7.1	20.7
4230	38	1757	Tracy	1.2	0.9	5.4	5	43.3	4.6	11.8	7.1	20.7
4230	38	1757	San Diego	2	3.1	3.7	2.7	44.3	4.6	11.8	7.1	20.7
4240	2169	68083	Susquehanna	0.5	5.4	11.5	12.8	25.7	8.6	12.5	11	12.1
4240	2169	68083	Norfolk	4.2	5.1	6.7	15.7	24.4	8.6	12.5	11	12.1
4240	2169	68083	Tracy	1.5	1	5.6	5.3	42.4	8.6	12.5	11	12.1
4240	2169	68083	San Diego	3.1	2.1	3.7	2.4	44.6	8.6	12.5	11	12.1
4310	2024	36621	Susquehanna	0.5	2.1	10.1	10.1	19.6	11	18.4	16.2	12.1
4310	2024	36621	Norfolk	6.7	1.7	6.1	9	18.8	11	18.4	16.2	12.1
4310	2024	36621	Tracy	1	0.4	8.2	3.9	28.9	11	18.4	16.2	12.1
4310	2024	36621	San Diego	5.6	2.5	1.9	1.5	30.9	11	18.4	16.2	12.1
4320	6106	90369	Susquehanna	0.3	3	13.5	9.6	22.4	9.1	18.1	11.1	12.9
4320	6106	90369	Norfolk	9.7	2.2	6.5	8.8	21.7	9.1	18.1	11.1	12.9
4320	6106	90369	Tracy	0.8	0.4	12.3	3.8	31.5	9.1	18.1	11.1	12.9
4320	6106	90369	San Diego	8.7	3.5	1.6	1	34.1	9.1	18.1	11.1	12.9
4330	3995	96340	Susquehanna	0.6	4.3	10.7	12.9	25	6.5	12.5	9.2	18.3
4330	3995	96340	Norfolk	4.5	4.3	5.6	15.3	23.8	6.5	12.5	9.2	18.3
4330	3995	96340	Tracy	1.1	0.9	6	4.4	41.2	6.5	12.5	9.2	18.3
4330	3995	96340	San Diego	3.5	2.2	3.1	2.1	42.7	6.5	12.5	9.2	18.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4410	236	3055	Susquehanna	0.8	4.2	12.2	9.4	14.5	12	23.1	13.5	10.3
4410	236	3055	Norfolk	10.1	1.1	9.3	6.2	14.4	12	23.1	13.5	10.3
4410	236	3055	Tracy	0.5	0.1	10.9	1.1	28.5	12	23.1	13.5	10.3
4410	236	3055	San Diego	8.4	2.4	0.6	0.4	29.3	12	23.1	13.5	10.3
4420	214	2497	Susquehanna	0.3	3	8.5	11.5	19.4	9.6	16.8	12	18.9
4420	214	2497	Norfolk	5.1	2	6.9	10.3	18.5	9.6	16.8	12	18.9
4420	214	2497	Tracy	1.6	0.1	8.5	3.1	29.4	9.6	16.8	12	18.9
4420	214	2497	San Diego	6.2	2.2	2.2	1	31.1	9.6	16.8	12	18.9
4430	15	132	Susquehanna	0	5.3	12.1	8.3	14.4	3	27.3	5.3	24.2
4430	15	132	Norfolk	5.3	7.6	6.1	8.3	12.9	3	27.3	5.3	24.2
4430	15	132	Tracy	0	0	6.8	3	30.3	3	27.3	5.3	24.2
4430	15	132	San Diego	5.3	1.5	0.8	2.3	30.3	3	27.3	5.3	24.2
4440	481	10065	Susquehanna	0.6	4.1	9.6	14	21.7	6.5	14.5	10.1	18.8
4440	481	10065	Norfolk	3.6	4.3	5.9	15.3	21.1	6.5	14.5	10.1	18.8
4440	481	10065	Tracy	1.2	1.3	4.7	3.6	39.2	6.5	14.5	10.1	18.8
4440	481	10065	San Diego	2.6	1.7	3.8	2.4	39.6	6.5	14.5	10.1	18.8
4460	135	2821	Susquehanna	0.5	2.2	10.8	9.1	16.2	9.6	15.2	18.4	17.9
4460	135	2821	Norfolk	6.1	2.2	6	9.3	15.2	9.6	15.2	18.4	17.9
4460	135	2821	Tracy	0.1	0.3	3.1	4.8	30.6	9.6	15.2	18.4	17.9
4460	135	2821	San Diego	2.9	0.2	0.6	2.2	32.9	9.6	15.2	18.4	17.9
4510	1612	30718	Susquehanna	0.7	5	9.4	11.5	21.7	8.6	20.2	10.4	12.5
4510	1612	30718	Norfolk	3.3	4.6	6.8	13.3	20.3	8.6	20.2	10.4	12.5
4510	1612	30718	Tracy	2	1.2	6.6	3.4	35.1	8.6	20.2	10.4	12.5
4510	1612	30718	San Diego	3.5	3	3.8	2.1	35.8	8.6	20.2	10.4	12.5
4520	693	16465	Susquehanna	0.9	4.7	10	13.4	25.8	1.9	13.6	3	26.7
4520	693	16465	Norfolk	2.3	4.3	5.6	16.8	25.8	1.9	13.6	3	26.7
4520	693	16465	Tracy	1	0.9	2.	4.5	45.6	1.9	13.6	3	26.7
4520	693	16465	San Diego	1	1.6	2.6	2.5	47.2	1.9	13.6	3	26.7

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4530	294	6170	Susquehanna	0.6	5.7	8.8	7.9	15.7	6.5	22.6	6.2	26.1
4530	294	6170	Norfolk	4	3.2	7	8.7	15.7	6.5	22.6	6.2	26.1
4530	294	6170	Tracy	0.6	0.3	4.4	2.4	30.4	6.5	22.6	6.2	26.1
4530	294	6170	San Diego	3.2	1.2	1.8	1.5	31	6.5	22.6	6.2	26.1
4540	875	14457	Susquehanna	1	3.8	9.6	11.1	19.3	6.9	16.4	10	21.9
4540	875	14457	Norfolk	4.2	3.3	6.1	12.5	18.7	6.9	16.4	10	21.9
4540	875	14457	Tracy	0.9	0.6	5	3.7	34.6	6.9	16.4	10	21.9
4540	875	14457	San Diego	3.1	1.7	2.1	1.5	36.3	6.9	16.4	10	21.9
4610	240	5868	Susquehanna	0.4	3.6	8.3	9	16.1	12.2	19.5	14.9	16
4610	240	5868	Norfolk	3.9	3.4	3.8	11.4	14.9	12.2	19.5	14.9	16
4610	240	5868	Tracy	1.1	0.6	4.1	3.4	28.1	12.2	19.5	14.9	16
4610	240	5868	San Diego	2.8	1	2.3	2.3	29	12.2	19.5	14.9	16
4620	92	1112	Susquehanna	0	2.3	8.4	10.5	14.5	12	23.4	13.4	15.6
4620	92	1112	Norfolk	6.7	0.4	8.2	6.5	13.9	12	23.4	13.4	15.6
4620	92	1112	Tracy	0.3	0.1	7.8	5.5	22	12	23.4	13.4	15.6
4620	92	1112	San Diego	5.7	2.2	0.4	0.2	27.3	12	23.4	13.4	15.6
4630	24	410	Susquehanna	0	6.3	12.2	2.9	22.4	12.7	24.9	10	8.5
4630	24	410	Norfolk	10.5	3.4	6.3	1.2	22.4	12.7	24.9	10	8.5
4630	24	410	Tracy	0	0	14.4	7.3	22.2	12.7	24.9	10	8.5
4630	24	410	San Diego	7.1	7.3	0	0.5	29	12.7	24.9	10	8.5
4710	6640	135965	Susquehanna	1.5	5.1	12.3	15.1	29.4	3.4	12.4	2.6	18.1
4710	6640	135965	Norfolk	5.3	6.1	7.6	16	28.5	3.4	12.4	2.6	18.1
4710	6640	135965	Tracy	1.5	1	8.8	5	47.2	3.4	12.4	2.6	18.1
4710	6640	135965	San Diego	5.2	3.3	3.5	2.6	48.9	3.4	12.4	2.6	18.1
4720	13233	277920	Susquehanna	1.4	4.1	11	15.6	29.2	2.9	11.9	3.2	20.6
4720	13233	277920	Norfolk	3.3	5.9	6	18	28.1	2.9	11.9	3.2	20.6
4720	13233	277920	Tracy	1.2	1	6.4	4.8	47.8	2.9	11.9	3.2	20.6
4720	13233	277920	San Diego	3	3.1	3.6	2.8	48.9	2.9	11.9	3.2	20.6

FSCs	VENDOR RECEIPTS	TCTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4730	28261	765203	Susquehanna	1.2	5.6	11.8	16.5	30.7	3.8	11.9	4	14.4
4730	28261	765203	Norfolk	4.6	5.7	6.9	18.9	29.7	3.8	11.9	4	14.4
4730	28261	765203	Tracy	2	1.4	7.1	6	49.5	3.8	11.9	4	14.4
4730	28261	765203	San Diego	3.8	3	4.6	3.1	51.5	3.8	11.9	4	14.4
4810	2404	32451	Susquehanna	0.6	3.4	11.6	10.1	22.2	7.7	17.1	8.7	18.6
4810	2404	32451	Norfolk	5.8	5.1	5.2	10.5	21.4	7.7	17.1	8.7	18.6
4810	2404	32451	Tracy	0.8	0.6	7.6	4	34.9	7.7	17.1	8.7	18.6
4810	2404	32451	San Diego	5	2.5	2.3	1.3	36.8	7.7	17.1	8.7	18.6
4820	17509	300608	Susquehanna	0.7	4.1	11.5	10.8	21.3	9.2	16.1	11.6	14.8
4820	17509	300608	Norfolk	6.7	3.4	7.1	10.4	20.6	9.2	16.1	11.6	14.8
4820	17509	300608	Tracy	0.9	0.7	7.3	4.5	34.8	9.2	16.1	11.6	14.8
4820	17509	300608	San Diego	4.6	2.6	2.3	1.6	37.2	9.2	16.1	11.6	14.8
4910	675	27318	Susquehanna	1.3	5.5	10.8	18.3	34.1	0.8	9.1	0.8	19.3
4910	675	27318	Norfolk	1.6	6.5	6.2	23.1	32.4	0.8	9.1	0.8	19.3
4910	675	27318	Tracy	1	1.2	5.2	5	57.5	0.8	9.1	0.8	19.3
4910	675	27318	San Diego	2.4	2.4	3.4	3.2	58.4	0.8	9.1	0.8	19.3
4920	489	9376	Susquehanna	0.7	4.8	14.1	13.5	29.9	6.6	10.4	6.8	13.3
4920	489	9376	Norfolk	6.3	6.6	4.5	16.6	29	6.6	10.4	6.8	13.3
4920	489	9376	Tracy	1.8	1.3	7.2	4.2	48.4	6.6	10.4	6.8	13.3
4920	489	9376	San Diego	3.9	2.7	4.5	2.4	49.4	6.6	10.4	6.8	13.3
4921	0	1188	Susquehanna	0	1.2	17.5	12.8	28.5	17.8	0.2	22.1	0.1
4921	0	1188	Norfolk	5.5	1	19.1	8.7	25.7	17.8	0.2	22.1	0.1
4921	0	1188	Tracy	0	0	11.8	13.4	34.8	17.8	0.2	22.1	0.1
4921	0	1188	San Diego	11.4	0.3	0	0	48.1	17.8	0.2	22.1	0.1
4923	0	7	Susquehanna	0	14.3	14.3	0	14.3	0	57.1	0	0
4923	0	7	Norfolk	0	0	28.6	0	14.3	0	57.1	0	0
4923	0	7	Tracy	0	0	14.3	0	28.6	0	57.1	0	0
4923	0	7	San Diego	14.3	0	0	0	28.6	0	57.1	0	0

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
4925	0	28	Susquehanna	0	3.6	10.7	17.9	57.1	7.1	0	3.6	0
4925	0	28	Norfolk	7.1	3.6	0	21.4	57.1	7.1	0	3.6	0
4925	0	28	Tracy	10.7	0	10.7	35.7	32.1	7.1	0	3.6	0
4925	0	28	San Diego	10.7	0	14.3	0	64.3	7.1	0	3.6	0
4927	2	0	Susquehanna	0	0	0	0	0	0	0	0	0
4927	2	0	Norfolk	0	0	0	0	0	0	0	0	0
4927	2	0	Tracy	0	0	0	0	0	0	0	0	0
4927	2	0	San Diego	0	0	0	0	0	0	0	0	0
4930	1116	35569	Susquehanna	0.6	4.6	10.3	15.6	30.3	3.8	11.8	5.4	17.6
4930	1116	35569	Norfolk	2.8	5.3	5.3	19.2	28.8	3.8	11.8	5.4	17.6
4930	1116	35569	Tracy	1.2	1.2	6.2	5.1	47.7	3.8	11.8	5.4	17.6
4930	1116	35569	San Diego	3	2.8	3.7	2.9	49	3.8	11.8	5.4	17.6
4931	34	1073	Susquehanna	0.9	4.5	11.5	16.9	32.2	2.5	9.8	4	17.7
4931	34	1073	Norfolk	3.2	7	5	20.4	30.4	2.5	9.8	4	17.7
4931	34	1073	Tracy	1.4	0.6	4.3	5.5	54.2	2.5	9.8	4	17.7
4931	34	1073	San Diego	2.1	2	2.9	2.6	56.5	2.5	9.8	4	17.7
4933	54	3090	Susquehanna	1.7	4.8	10.9	17.5	31.8	1.8	8	1.3	22.2
4933	54	3090	Norfolk	1.2	7.7	6	20.2	31.7	1.8	8	1.3	22.2
4933	54	3090	Tracy	1	1.2	4.5	4.7	55.4	1.8	8	1.3	22.2
4933	54	3090	San Diego	1.6	2.6	3.4	2.3	56.8	1.8	8	1.3	22.2
4935	131	3337	Susquehanna	8.2	5	7.6	18	31.5	5.9	5.1	10.2	8.5
4935	131	3337	Norfolk	3.7	5.8	17.6	12.7	30.6	5.9	5.1	10.2	8.5
4935	131	3337	Tracy	2.2	1.8	10.4	7.4	48.5	5.9	5.1	10.2	8.5
4935	131	3337	San Diego	4.3	5.1	5.2	3.5	52.2	5.9	5.1	10.2	8.5
4940	690	15448	Susquehanna	1	4.2	12.2	17.1	32.3	4.8	9.9	6.2	12.4
4940	690	15448	Norfolk	4.9	5.2	5.8	19.9	30.9	4.8	9.9	6.2	12.4
4940	690	15448	Tracy	2	1.2	6.4	6.7	50.6	4.8	9.9	6.2	12.4
4940	690	15448	San Diego	2.9	2.9	4.8	3.8	52.4	4.8	9.9	6.2	12.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5110	7	74	Susquehanna	13.5	0	0	0	85.1	0	0	0	1.4
5110	7	74	Norfolk	0	0	13.5	0	85.1	0	0	0	1.4
5110	7	74	Tracy	0	0	0	85.1	13.5	0	0	0	1.4
5110	7	74	San Diego	0	0	0	85.1	13.5	0	0	0	1.4
5120	4	709	Susquehanna	22	0.4	2.3	5.2	59	1.1	3.8	1.3	4.9
5120	4	709	Norfolk	1	0.6	22.8	5.9	58.5	1.1	3.8	1.3	4.9
5120	4	709	Tracy	2.4	0.4	1.3	50.2	34.6	1.1	3.8	1.3	4.9
5120	4	709	San Diego	1	0.3	3.2	48.2	36.1	1.1	3.8	1.3	4.9
5130	0	5	Susquehanna	0	0	0	0	100	0	0	0	0
5130	0	5	Norfolk	0	0	0	0	100	0	0	0	0
5130	0	5	Tracy	0	0	0	100	0	0	0	0	0
5130	0	5	San Diego	0	0	0	80	20	0	0	0	0
5133	0	2	Susquehanna	0	0	0	0	100	0	0	0	0
5133	0	2	Norfolk	0	0	0	0	100	0	0	0	0
5133	0	2	Tracy	0	0	0	100	0	0	0	0	0
5133	0	2	San Diego	0	0	0	100	0	0	0	0	0
5136	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
5136	0	0	Norfolk	0	0	0	0	0	0	0	0	0
5136	0	0	Tracy	0	0	0	0	0	0	0	0	0
5136	0	0	San Diego	0	0	0	0	0	0	0	0	0
5140	0	23	Susquehanna	65.2	0	0	0	34.8	0	0	0	0
5140	0	23	Norfolk	0	0	65.2	0	34.8	0	0	0	0
5140	0	23	Tracy	0	0	0	34.8	65.2	0	0	0	0
5140	0	23	San Diego	0	0	0	34.8	65.2	0	0	0	0
5180	2	14	Susquehanna	0	0	0	0	100	0	0	0	0
5180	2	14	Norfolk	0	0	0	0	100	0	0	0	0
5180	2	14	Tracy	0	0	0	100	0	0	0	0	0
5180	2	14	San Diego	0	0	0	100	0	0	0	0	0

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5210	0	12	Susquehanna	16.7	0	0	0	75	0	8.3	0	0
5210	0	12	Norfolk	0	0	16.7	0	75	0	8.3	0	0
5210	0	12	Tracy	8.3	0	0	66.7	16.7	0	8.3	0	0
5210	0	12	San Diego	0	0	8.3	66.7	16.7	0	8.3	0	0
5220	90	1606	Susquehanna	0.7	3.9	10.7	13.2	24.5	8.4	13.4	10.7	14.4
5220	90	1606	Norfolk	4.9	4.8	4.4	15	24	8.4	13.4	10.7	14.4
5220	90	1606	Tracy	0.9	0.7	7.8	4.6	39	8.4	13.4	10.7	14.4
5220	90	1606	San Diego	4.4	3.1	2.5	2	41.1	8.4	13.4	10.7	14.4
5280	0	7	Susquehanna	0	14.3	14.3	0	71.4	0	0	0	0
5280	0	7	Norfolk	0	0	14.3	85.7	0	0	0	0	0
5280	0	7	Tracy	0	0	0	0	100	0	0	0	0
5280	0	7	San Diego	0	0	0	0	100	0	0	0	0
5305	19887	725712	Susquehanna	1.1	4.7	11.7	16.4	32.4	2.8	10.8	3.1	17
5305	19887	725712	Norfolk	4.6	5.7	5.7	19	31.3	2.8	10.8	3.1	17
5305	19887	725712	Tracy	2	1.3	6.6	6	50.4	2.8	10.8	3.1	17
5305	19887	725712	San Diego	3.5	2.7	4.7	3.2	52.2	2.8	10.8	3.1	17
5306	13582	432246	Susquehanna	0.7	4.5	12	16.9	34.3	1.8	11.1	1.8	16.8
5306	13582	432246	Norfolk	4.3	6.6	4.8	19.5	33.3	1.8	11.1	1.8	16.8
5306	13582	432246	Tracy	2	1.3	6.9	5.6	52.6	1.8	11.1	1.8	16.8
5306	13582	432246	San Diego	3.7	2.8	5	3.3	53.7	1.8	11.1	1.8	16.8
5307	1949	39482	Susquehanna	1.7	4.6	11.6	12	26.2	5.4	13.8	6.3	18.4
5307	1949	39482	Norfolk	6	4.2	7.2	13.1	25.4	5.4	13.8	6.3	18.4
5307	1949	39482	Tracy	1.3	0.8	7	5.4	41.6	5.4	13.8	6.3	18.4
5307	1949	39482	San Diego	4.1	2.6	2.9	1.9	44.5	5.4	13.8	6.3	18.4
5310	19564	857137	Susquehanna	1	4.6	12	16.5	31.9	3	10.6	3.3	17.1
5310	19564	857137	Norfolk	4.4	6.1	5.6	18.9	31.1	3	10.6	3.3	17.1
5310	19564	857137	Tracy	1.9	1.1	6.7	5.4	50.9	3	10.6	3.3	17.1
5310	19564	857137	San Diego	3.6	2.7	4.4	2.9	52.4	3	10.6	3.3	17.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5315	6224	273397	Susquehanna	1.4	3.9	11.1	15.8	31.1	3.1	11.1	3.2	19.4
5315	6224	273397	Norfolk	3.9	5.7	5.4	17.9	30.3	3.1	11.1	3.2	19.4
5315	6224	273397	Tracy	1.3	1.1	6.3	4.9	49.6	3.1	11.1	3.2	19.4
5315	6224	273397	San Diego	3.2	2.8	3.7	2.4	51.1	3.1	11.1	3.2	19.4
5320	13032	250733	Susquehanna	0.4	3.4	14.6	19	35.1	1.6	11	1.2	13.7
5320	13032	250733	Norfolk	7.4	5.6	3.9	21.5	34.1	1.6	11	1.2	13.7
5320	13032	250733	Tracy	3	1.1	7.7	6.3	54.5	1.6	11	1.2	13.7
5320	13032	250733	San Diego	5.4	1.7	6.1	4.2	55	1.6	11	1.2	13.7
5325	5061	123265	Susquehanna	1.3	4.5	12.4	16.8	33.7	2.7	11.1	2.6	15
5325	5061	123265	Norfolk	4.6	6.4	5.3	19.5	32.7	2.7	11.1	2.6	15
5325	5061	123265	Tracy	2.4	1.3	6	5.6	53.3	2.7	11.1	2.6	15
5325	5061	123265	San Diego	3.1	2.3	5.3	3.7	54.1	2.7	11.1	2.6	15
5330	31935	1509457	Susquehanna	1.1	4	11.6	13.6	27.2	6	13	8.4	15.2
5330	31935	1509457	Norfolk	4.8	4.7	6.3	15.3	26.2	6	13	8.4	15.2
5330	31935	1509457	Tracy	1.4	0.9	6.6	5	43.5	6	13	8.4	15.2
5330	31935	1509457	San Diego	3.7	2.6	3.6	2.2	45.3	6	13	8.4	15.2
5335	90	1631	Susquehanna	1.7	2.6	10.7	10.9	21.2	8.8	18.4	12	13.7
5335	90	1631	Norfolk	4.4	4	7.5	10.9	20.1	8.8	18.4	12	13.7
5335	90	1631	Tracy	2.1	0.7	4.5	4.2	35.4	8.8	18.4	12	13.7
5335	90	1631	San Diego	2.5	1.8	3.2	1.3	38.1	8.8	18.4	12	13.7
5340	29144	753492	Susquehanna	1.3	4.6	11.2	16.1	32.1	2.4	11.3	2.7	18.2
5340	29144	753492	Norfolk	3.8	6.1	5.7	18.6	31.1	2.4	11.3	2.7	18.2
5340	29144	753492	Tracy	1.9	1.3	6.1	5.5	50.6	2.4	11.3	2.7	18.2
5340	29144	753492	San Diego	3	2.7	4.5	2.9	52.2	2.4	11.3	2.7	18.2
5345	0	15	Susquehanna	20	0	0	0	80	0	0	0	0
5345	0	15	Norfolk	0	0	20	0	80	0	0	0	0
5345	0	15	Tracy	0	0	0	80	20	0	0	0	0
5345	0	15	San Diego	0	0	0	80	20	0	0	0	0

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5350	3	47	Susquehanna	0	4.3	8.5	10.6	66	0	4.3	0	6.4
5350	3	47	Norfolk	2.1	10.6	2.1	10.6	63.8	0	4.3	0	6.4
5350	3	47	Tracy	0	2.1	0	27.7	59.6	0	4.3	0	6.4
5350	3	47	San Diego	0	0	2.1	25.5	61.7	0	4.3	0	6.4
5355	1969	69350	Susquehanna	1.7	4.4	11.3	15.5	28.2	3.1	13	4	18.7
5355	1969	69350	Norfolk	4.5	5.3	6.4	17.8	27.2	3.1	13	4	18.7
5355	1969	69350	Tracy	2.2	1.2	5.7	4.7	47.4	3.1	13	4	18.7
5355	1969	69350	San Diego	2.9	2.5	4.5	2.4	48.8	3.1	13	4	18.7
5360	3875	158425	Susquehanna	1.2	4.1	12.5	13.9	26	5.5	13.8	6.6	16.5
5360	3875	158425	Norfolk	6.9	4.3	6.6	14.6	25.2	5.5	13.8	6.6	16.5
5360	3875	158425	Tracy	1	0.9	7.6	4.4	43.7	5.5	13.8	6.6	16.5
5360	3875	158425	San Diego	4.6	2.8	2.7	1.7	45.7	5.5	13.8	6.6	16.5
5365	9964	277388	Susquehanna	1.2	3.5	12.2	16.2	31.1	3.6	12.8	4	15.5
5365	9964	277388	Norfolk	5.3	5.4	5.2	17.9	30.3	3.6	12.8	4	15.5
5365	9964	277388	Tracy	1.6	1	7.7	5	48.9	3.6	12.8	4	15.5
5365	9964	277388	San Diego	4.8	2.6	3.8	2.5	50.5	3.6	12.8	4	15.5
5410	82	1025	Susquehanna	8.4	6.4	7.3	11.9	29.5	0.1	12.1	0	24.3
5410	82	1025	Norfolk	0.5	6.7	13.1	14.5	28.7	0.1	12.1	0	24.3
5410	82	1025	Tracy	10	0.6	2.1	1.6	49.3	0.1	12.1	0	24.3
5410	82	1025	San Diego	0.6	1.6	10.9	1.9	48.6	0.1	12.1	0	24.3
5411	1	150	Susquehanna	0.7	7.3	7.3	15.3	29.3	0	8.7	0	31.3
5411	1	150	Norfolk	0	3.3	13.3	13.3	30	0	8.7	0	31.3
5411	1	150	Tracy	2.7	0	0.7	6	50.7	0	8.7	0	31.3
5411	1	150	San Diego	0	0.7	2.7	2	54.7	0	8.7	0	31.3
5420	64	695	Susquehanna	0.1	1.6	1.9	29.8	39.1	0	5.3	0	22.2
5420	64	695	Norfolk	0	3	0.9	28.6	40	0	5.3	0	22.2
5420	64	695	Tracy	1.6	0.4	0.6	10.5	59.4	0	5.3	0	22.2
5420	64	695	San Diego	0.1	0.4	2	7.2	62.7	0	5.3	0	22.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5430	56	937	Susquehanna	0.4	2.2	7.8	15	43.4	1.9	10.5	1.3	17.4
5430	56	937	Norfolk	1.2	2.8	2.2	20.4	42.4	1.9	10.5	1.3	17.4
5430	56	937	Tracy	1.6	1.4	5.8	7.5	52.7	1.9	10.5	1.3	17.4
5430	56	937	San Diego	2.8	2.7	3.8	6.9	52.7	1.9	10.5	1.3	17.4
5440	147	2618	Susquehanna	0.4	8.5	14.6	19.3	34.3	1.4	11.2	2	8.4
5440	147	2618	Norfolk	4.7	6.6	8.9	25.3	31.6	1.4	11.2	2	8.4
5440	147	2618	Tracy	3.8	2.3	7.2	5.6	58.1	1.4	11.2	2	8.4
5440	147	2618	San Diego	2.2	4.5	7.9	2.8	59.7	1.4	11.2	2	8.4
5445	6	17	Susquehanna	0	0	23.5	11.8	47.1	0	5.9	0	11.8
5445	6	17	Norfolk	23.5	0	0	11.8	47.1	0	5.9	0	11.8
5445	6	17	Tracy	11.8	0	11.8	0	58.8	0	5.9	0	11.8
5445	6	17	San Diego	0	0	23.5	0	58.8	0	5.9	0	11.8
5450	116	1833	Susquehanna	3.5	5.6	16.9	21.2	43.5	0	2.2	0	7
5450	116	1833	Norfolk	0.3	4.4	14.2	32.9	38.9	0	2.2	0	7
5450	116	1833	Tracy	0.4	0.6	1	4.7	83.9	0	2.2	0	7
5450	116	1833	San Diego	0.4	0.6	1.3	2.6	85.9	0	2.2	0	7
5510	313	8490	Susquehanna	0.2	5.2	10.7	11.4	16.3	14.8	14.1	15.4	11.8
5510	313	8490	Norfolk	5.3	3.2	9.9	11.3	14.2	14.8	14.1	15.4	11.8
5510	313	8490	Tracy	0.4	0.2	4.2	2.6	36.5	14.8	14.1	15.4	11.8
5510	313	8490	San Diego	2.7	1.5	0.9	0.4	38.4	14.8	14.1	15.4	11.8
5520	0	5	Susquehanna	0	0	0	0	40	0	0	60	0
5520	0	5	Norfolk	0	0	0	0	40	0	0	60	0
5520	0	5	Tracy	20	0	20	0	0	0	0	60	0
5520	0	5	San Diego	0	20	20	0	0	0	0	60	0
5530	0	670	Susquehanna	0.3	1.2	32.8	36.7	5.5	7.8	1.2	13	1.5
5530	0	670	Norfolk	11	2.7	54	3.4	5.4	7.8	1.2	13	1.5
5530	0	670	Tracy	0.3	0.1	2.8	0.6	72.7	7.8	1.2	13	1.5
5530	0	670	San Diego	2.7	0.1	0.6	0.3	72.8	7.8	1.2	13	1.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5640	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
5640	0	0	Norfolk	0	0	0	0	0	0	0	0	0
5640	0	0	Tracy	0	0	0	0	0	0	0	0	0
5640	0	0	San Diego	0	0	0	0	0	0	0	0	0
5660	940	3938	Susquehanna	0.7	4.7	10.2	14.3	20.1	0.6	15.8	0.2	33.3
5660	940	3938	Norfolk	0.8	5.7	5.6	18.4	19.8	0.6	15.8	0.2	33.3
5660	940	3938	Tracy	0.6	1	4.2	2.5	41.8	0.6	15.8	0.2	33.3
5660	940	3938	San Diego	2.1	1.9	2.2	2.2	41.7	0.6	15.8	0.2	33.3
5680	0	14	Susquehanna	0	0	14.3	28.6	14.3	0	14.3	0	28.6
5680	0	14	Norfolk	7.1	0	0	35.7	14.3	0	14.3	0	28.6
5680	0	14	Tracy	0	0	0	0	57.1	0	14.3	0	28.6
5680	0	14	San Diego	0	0	0	0	57.1	0	14.3	0	28.6
5805	824	19684	Susquehanna	1.1	5.7	8.7	13.2	23.7	4	12.8	4.7	26.2
5805	824	19684	Norfolk	1.3	6.2	5.4	16.2	23.2	4	12.8	4.7	26.2
5805	824	19684	Tracy	1.7	1.6	3.7	3.9	41.6	4	12.8	4.7	26.2
5805	824	19684	San Diego	1.3	2	4	2.4	42.6	4	12.8	4.7	26.2
5810	20	982	Susquehanna	0.2	3	10.2	12.6	19.5	13.4	2.1	24	15
5810	20	982	Norfolk	3.2	6.1	5.2	11.5	19.5	13.4	2.1	24	15
5810	20	982	Tracy	0.4	1.2	4.4	3.6	35.8	13.4	2.1	24	15
5810	20	982	San Diego	4	0.4	2.2	1	37.8	13.4	2.1	24	15
5811	10	140	Susquehanna	0	1.4	5.7	17.9	27.9	8.6	13.6	10	15
5811	10	140	Norfolk	1.4	1.4	0.7	26.4	22.9	8.6	13.6	10	15
5811	10	140	Tracy	0	0	2.9	5	45	8.6	13.6	10	15
5811	10	140	San Diego	1.4	1.4	0	12.1	37.9	8.6	13.6	10	15
5815	605	16338	Susquehanna	0.1	5.2	16.6	8.6	20.9	7.2	15.8	9.3	16.3
5815	605	16338	Norfolk	13.6	4.5	5	8	20.2	7.2	15.8	9.3	16.3
5815	605	16338	Tracy	2.8	0.3	9.6	3	35.7	7.2	15.8	9.3	16.3
5815	605	16338	San Diego	8.3	1.2	3.3	0.5	38.1	7.2	15.8	9.3	16.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5820	373	10641	Susquehanna	0.7	6	12.4	13.9	25.4	4.3	9.4	6.2	21.6
5820	373	10641	Norfolk	4.1	7.8	5.6	16.5	24.5	4.3	9.4	6.2	21.6
5820	373	10641	Tracy	2.3	1.2	5.2	3.7	46	4.3	9.4	6.2	21.6
5820	373	10641	San Diego	2.3	2.5	4.2	1.9	47.6	4.3	9.4	6.2	21.6
5821	78	1611	Susquehanna	0.2	4.2	12.6	17.7	28.7	4.5	16.9	1.6	13.6
5821	78	1611	Norfolk	7.8	3.5	5.2	19.3	27.6	4.5	16.9	1.6	13.6
5821	78	1611	Tracy	5.1	1.1	10.9	2.3	44	4.5	16.9	1.6	13.6
5821	78	1611	San Diego	7.6	3	7.1	0.7	45	4.5	16.9	1.6	13.6
5825	15	296	Susquehanna	0	14.5	11.1	5.1	34.1	7.8	12.8	7.4	7.1
5825	15	296	Norfolk	7.8	11.8	4.7	7.8	32.8	7.8	12.8	7.4	7.1
5825	15	296	Tracy	18.6	3	6.1	0.3	36.8	7.8	12.8	7.4	7.1
5825	15	296	San Diego	3.7	2.4	21.6	0.3	36.8	7.8	12.8	7.4	7.1
5826	29	2265	Susquehanna	0.1	6.2	13.3	17.4	37.4	7.9	6	5.9	5.7
5826	29	2265	Norfolk	7.9	8.7	2.8	18.3	36.7	7.9	6	5.9	5.7
5826	29	2265	Tracy	1.9	2.8	18.4	2.5	48.9	7.9	6	5.9	5.7
5826	29	2265	San Diego	13.8	4.5	5.5	0.2	50.4	7.9	6	5.9	5.7
5830	39	1671	Susquehanna	0.5	6.6	10.7	13	18.7	13.5	9.8	18.4	8.7
5830	39	1671	Norfolk	5.8	4.1	9.2	12.6	17.8	13.5	9.8	18.4	8.7
5830	39	1671	Tracy	0.6	0.7	6.6	4.5	37.2	13.5	9.8	18.4	8.7
5830	39	1671	San Diego	3.1	3.2	2.3	1.6	19.4	13.5	9.8	18.4	8.7
5831	38	515	Susquehanna	0	6.8	16.7	16.1	23.1	6.2	14	5	12
5831	38	515	Norfolk	13	6	2.7	20	21	6.2	14	5	12
5831	38	515	Tracy	1.2	1.7	9.7	1.6	48.5	6.2	14	5	12
5831	38	515	San Diego	7.4	1.9	3.1	1	49.3	6.2	14	5	12
5835	221	4917	Susquehanna	0.2	6.2	9.7	11.9	22.4	7.4	15.6	12.1	14.6
5835	221	4917	Norfolk	3.7	5.5	5.7	14.3	21.2	7.4	15.6	12.1	14.6
5835	221	4917	Tracy	2.2	2	6.7	4.1	35.5	7.4	15.6	12.1	14.6
5835	221	4917	San Diego	4.1	2.4	5	1.6	37.3	7.4	15.6	12.1	14.6

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5836	97	3187	Susquehanna	0.7	7.6	15.4	16.6	32.6	2.3	8.3	5.5	11.1
5836	97	3187	Norfolk	5.5	8	7.6	20.3	31.6	2.3	8.3	5.5	11.1
5836	97	3187	Tracy	2.3	2.4	6.9	6.4	54.8	2.3	8.3	5.5	11.1
5836	97	3187	San Diego	3.3	2.6	7	4.1	55.8	2.3	8.3	5.5	11.1
5840	178	4033	Susquehanna	0.3	13.8	9	8.2	22.2	11.2	9.5	14.2	11.7
5840	178	4033	Norfolk	4.3	11.3	7.2	10.1	20.7	11.2	9.5	14.2	11.7
5840	178	4033	Tracy	5.9	0.8	5.6	2.8	38.5	11.2	9.5	14.2	11.7
5840	178	4033	San Diego	2.7	2.8	7.4	1.2	39.5	11.2	9.5	14.2	11.7
5841	66	3714	Susquehanna	0	6.2	23.8	16.9	20.9	13.6	6.6	6.6	5.5
5841	66	3714	Norfolk	14.7	9.1	2.4	21.3	20.2	13.6	6.6	6.6	5.5
5841	66	3714	Tracy	2	0.3	7.4	4.9	53	13.6	6.6	6.6	5.5
5841	66	3714	San Diego	5.2	2.2	2.6	0.4	57.3	13.6	6.6	6.6	5.5
5845	73	4599	Susquehanna	0	6.7	12.1	15.5	15.4	14.2	6.1	24.5	5.4
5845	73	4599	Norfolk	6	5.9	7.8	15	15.1	14.2	6.1	24.5	5.4
5845	73	4599	Tracy	1.6	0.1	8.5	4.1	35.4	14.2	6.1	24.5	5.4
5845	73	4599	San Diego	7.7	0.8	1.7	0.5	39	14.2	6.1	24.5	5.4
5850	43	536	Susquehanna	0.2	6.2	12.5	10.4	27.1	12.3	10.6	14.6	6.2
5850	43	536	Norfolk	6.3	8	4.7	12.9	24.4	12.3	10.6	14.6	6.2
5850	43	536	Tracy	4.3	0.6	9.5	3.2	38.8	12.3	10.6	14.6	6.2
5850	43	536	San Diego	6.5	3	5.4	1.1	40.3	12.3	10.6	14.6	6.2
5855	170	12476	Susquehanna	0.6	3	10.4	15.7	29.6	0.9	14.1	0.7	25
5855	170	12476	Norfolk	0.2	7.7	3	20.2	28.2	0.9	14.1	0.7	25
5855	170	12476	Tracy	3.7	4	5.2	3	43.4	0.9	14.1	0.7	25
5855	170	12476	San Diego	2	3.1	7.9	1.1	45.2	0.9	14.1	0.7	25
5860	10	158	Susquehanna	10.1	1.9	3.2	8.9	38.6	0.6	13.3	1.9	21.5
5860	10	158	Norfolk	1.9	0.6	12.7	9.5	38	0.6	13.3	1.9	21.5
5860	10	158	Tracy	17.1	0	3.2	1.9	40.5	0.6	13.3	1.9	21.5
5860	10	158	San Diego	1.9	1.3	17.1	1.9	40.5	0.6	13.3	1.9	21.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5865	11	1971	Susquehanna	0.1	7.3	11.2	26.6	19.2	11.5	3.9	10.5	9.7
5865	11	1971	Norfolk	7.1	8.5	2.6	27.5	18.7	11.5	3.9	10.5	9.7
5865	11	1971	Tracy	2.2	1.4	5.1	6.3	49.4	11.5	3.9	10.5	9.7
5865	11	1971	San Diego	3	1.9	4.4	0.8	54.3	11.5	3.9	10.5	9.7
5895	1209	19578	Susquehanna	0.4	5.5	14.2	12.9	23.5	9.6	12	11.2	10.7
5895	1209	19578	Norfolk	8.4	6	4.8	14.8	22.4	9.6	12	11.2	10.7
5895	1209	19578	Tracy	2.8	1.6	8.4	3.6	40.1	9.6	12	11.2	10.7
5895	1209	19578	San Diego	5.4	2.7	5.3	1.2	41.9	9.6	12	11.2	10.7
5905	9323		Susquehanna	1.6	5.8	13.7	12.9	25.6	6.3	14.9	7	12.1
5905	9323	292552	Norfolk	7.8	4.7	6.8	15.8	24.7	6.3	14.9	7	12.1
5905	9323	292552	Tracy	2.9	1.8	6	5.4	43.6	6.3	14.9	7	12.1
5905	9323	292552	San Diego	3.7	2.1	5.4	2.7	45.8	6.3	14.9	7	12.1
5910	6003	152036	Susquehanna	1.4	5.8	13.4	14.6	26.7	5.7	15.3	5.4	11.8
5910	6003	152036	Norfolk	7.1	4.2	7.2	17.7	25.7	5.7	15.3	5.4	11.8
5910	6003	152036	Tracy	3.6	1.5	6.6	5.3	44.8	5.7	15.3	5.4	11.8
5910	6003	152036	San Diego	4.2	2.2	5.7	2.7	47	5.7	15.3	5.4	11.8
5915	3013	35370	Susquehanna	0.9	5	13.1	11.9	27.7	3.8	16.1	4.2	17.2
5915	3013	35370	Norfolk	6.4	5.3	5.5	14.7	26.7	3.8	16.1	4.2	17.2
5915	3013	35370	Tracy	3.4	1.5	8.6	3.7	41.4	3.8	16.1	4.2	17.2
5915	3013	35370	San Diego	5.4	3	5.5	2.1	42.6	3.8	16.1	4.2	17.2
5920	3956	229277	Susquehanna	0.8	5.2	10.1	13.1	23.3	9.1	13	9.4	15.9
5920	3956	229277	Norfolk	3.4	5.1	5.7	16.4	22	9.1	13	9.4	15.9
5920	3956	229277	Tracy	1.7	1	4.2	4.4	41.3	9.1	13	9.4	15.9
5920	3956	229277	San Diego	2.1	1.7	3.7	2.3	42.7	9.1	13	9.4	15.9
5925	4982	69763	Susquehanna	1.6	6.3	11.1	14.9	29.9	2.6	12.5	3.2	17.9
5925	4982	69763	Norfolk	4	5.8	7.8	17.6	28.5	2.6	12.5	3.2	17.9
5925	4982	69763	Tracy	2.6	1.3	5.9	5.3	48.6	2.6	12.5	3.2	17.9
5925	4982	69763	San Diego	2.8	2.7	5.2	3.2	49.8	2.6	12.5	3.2	17.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5930	19734	372071	Susquehanna	1.1	4.8	10.9	13.3	26.5	4.9	13.2	6	19.2
5930	19734	372071	Norfolk	4.7	5.2	5.9	15.7	25.3	4.9	13.2	6	19.2
5930	19734	372071	Tracy	1.9	1	6	4.5	43.3	4.9	13.2	6	19.2
5930	19734	372071	San Diego	3.3	2.4	3.9	2.3	44.7	4.9	13.2	6	19.2
5935	39408	582714	Susquehanna	1.6	7	13	16.5	31.4	3.1	11.9	3.4	12.2
5935	39408	582714	Norfolk	6.3	6.8	7.1	19.2	30.1	3.1	11.9	3.4	12.2
5935	39408	582714	Tracy	2.8	1.8	7.1	6.2	51.5	3.1	11.9	3.4	12.2
5935	39408	582714	San Diego	3.8	2.8	6	3.5	53.3	3.1	11.9	3.4	12.2
5940	3586	187484	Susquehanna	1.5	6.1	12.5	16.2	31.1	3.7	10.5	4.2	14.2
5940	3586	187484	Norfolk	4.4	6.4	7.4	19.6	29.6	3.7	10.5	4.2	14.2
5940	3586	187484	Tracy	2.6	1.3	5.8	6.2	51.5	3.7	10.5	4.2	14.2
5940	3586	187484	San Diego	2.8	2.6	5.1	3	53.9	3.7	10.5	4.2	14.2
5945	8104	155301	Susquehanna	1	4.5	11.1	13.9	27.6	4.4	13.8	5.3	18.5
5945	8104	155301	Norfolk	5	4.9	5.6	16.3	26.4	4.4	13.8	5.3	18.5
5945	8104	155301	Tracy	2.2	1.1	6.4	5	43.4	4.4	13.8	5.3	18.5
5945	8104	155301	San Diego	3.6	2.4	4.4	3.1	44.6	4.4	13.8	5.3	18.5
5950	7765	84838	Susquehanna	0.9	5.5	12.8	12.1	25.9	5.7	16.6	6.5	14
5950	7765	84838	Norfolk	7.5	4.5	6	14.3	24.9	5.7	16.6	6.5	14
5950	7765	84838	Tracy	3.6	1.1	7.9	4.5	40	5.7	16.6	6.5	14
5950	7765	84838	San Diego	5.2	2.4	5.6	2.3	41.6	5.7	16.6	6.5	14
5955	1189	14359	Susquehanna	0.5	5.9	15.5	14.5	27.6	3.8	14.1	4	14.2
5955	1189	14359	Norfolk	9.1	5	5.8	17.9	26.3	3.8	14.1	4	14.2
5955	1189	14359	Tracy	4.6	1.1	6	3.8	48.4	3.8	14.1	4	14.2
5955	1189	14359	San Diego	3.9	1.8	6.5	2.1	49.6	3.8	14.1	4	14.2
5960	3804	63275	Susquehanna	1	4.5	11.3	13.5	25.7	8.2	11.9	11	12.9
5960	3804	63275	Norfolk	4.8	4.2	5.7	17.1	24.3	8.2	11.9	11	12.9
5960	3804	63275	Tracy	2.6	1.1	6.1	3.9	42.4	8.2	11.9	11	12.9
5960	3804	63275	San Diego	3.3	2.4	4.7	2.6	43.1	8.2	11.9	11	12.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5961	7346	251005	Susquehanna	0.9	5.2	13.2	14.8	27.6	6	13.5	6.5	12.3
5961	7346	251005	Norfolk	6.7	4.4	5.9	18.3	26.5	6	13.5	6.5	12.3
5961	7346	251005	Tracy	3	1.4	6.8	5.2	45.2	6	13.5	6.5	12.3
5961	7346	251005	San Diego	4.4	2.1	5.4	2.9	46.9	6	13.5	6.5	12.3
5962	9978	191137	Susquehanna	0.6	6.2	13.6	16	30.9	4.9	13.1	4.6	10
5962	9978	191137	Norfolk	7.6	4.8	5.6	19.2	30	4.9	13.1	4.6	10
5962	9978	191137	Tracy	3.5	2.4	9.4	6.3	45.7	4.9	13.1	4.6	10
5962	9978	191137	San Diego	6.5	2.4	6.6	4.1	47.6	4.9	13.1	4.6	10
5963	379	6636	Susquehanna	0.2	3.2	13.2	8	12.6	11.7	17	17.7	16.4
5963	379	6636	Norfolk	6.1	3.2	9.2	7.9	10.7	11.7	17	17.7	16.4
5963	379	6636	Tracy	0.5	0.1	4.2	4.2	28.3	11.7	17	17.7	16.4
5963	379	6636	San Diego	3.5	0.6	0.6	0.6	32	11.7	17	17.7	16.4
5965	2336	66095	Susquehanna	0.5	4.4	9.1	12.5	25.9	7.2	12.3	9.9	18.2
5965	2336	66095	Norfolk	2.6	4.6	5.1	15.5	24.6	7.2	12.3	9.9	18.2
5965	2336	66095	Tracy	1.4	1.1	5	4.3	40.6	7.2	12.3	9.9	18.2
5965	2336	66095	San Diego	2.2	2.4	3.5	2	42.2	7.2	12.3	9.9	18.2
5970	3930	112420	Susquehanna	1.3	5.2	12.2	15.4	31.3	4.1	12.2	4.9	13.5
5970	3930	112420	Norfolk	4.9	5.3	6.7	18.4	30	4.1	12.2	4.9	13.5
5970	3930	112420	Tracy	2.7	1.3	6.3	6.8	48.2	4.1	12.2	4.9	13.5
5970	3930	112420	San Diego	3.5	2.4	5.4	3.1	50.9	4.1	12.2	4.9	13.5
5975	4206	159488	Susquehanna	0.9	8.1	12.6	17.1	32.2	3	11.9	3.4	10.8
5975	4206	159488	Norfolk	4.8	6.9	7.9	20.2	31.1	3	11.9	3.4	10.8
5975	4206	159488	Tracy	3.1	1.9	6.8	6.2	52.8	3	11.9	3.4	10.8
5975	4206	159488	San Diego	3.4	3.1	6	3	55.3	3	11.9	3.4	10.8
5977	1353	27520	Susquehanna	1.2	3.7	10.7	14	22.9	5.5	14.6	10.1	17.4
5977	1353	27520	Norfolk	4.3	4.3	5.9	16.3	21.7	5.5	14.6	10.1	17.4
5977	1353	27520	Tracy	1.3	1.3	5.2	4.2	40.3	5.5	14.6	10.1	17.4
5977	1353	27520	San Diego	3.1	1.9	3.1	2.2	42.1	5.5	14.6	10.1	17.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
5980	903	15055	Susquehanna	1.2	5	11.1	14.5	27.7	3.6	13.6	5.8	17.5
5980	903	15055	Norfolk	4	6	6.4	17	26	3.6	13.6	5.8	17.5
5980	903	15055	Tracy	2.6	1.8	5.8	5.7	43.6	3.6	13.6	5.8	17.5
5980	903	15055	San Diego	3.1	2.4	5.6	2.2	46.2	3.6	13.6	5.8	17.5
5985	4847	79730	Susquehanna	1.1	5.2	12.4	13.9	28.7	3.9	12.7	4.3	17.9
5985	4847	79730	Norfolk	5	6.5	5.5	16.7	27.5	3.9	12.7	4.3	17.9
5985	4847	79730	Tracy	2.1	1.6	7.5	4.2	45.8	3.9	12.7	4.3	17.9
5985	4847	79730	San Diego	3.9	3.2	4.8	2.7	46.7	3.9	12.7	4.3	17.9
5990	1168	12167	Susquehanna	1.4	3.6	13	14	24	8.9	13.8	12.6	8.8
5990	1168	12167	Norfolk	8.6	3.3	5.5	15.4	23.1	8.9	13.8	12.6	8.8
5990	1168	12167	Tracy	3.5	0.6	7.4	4.8	39.7	8.9	13.8	12.6	8.8
5990	1168	12167	San Diego	5.1	2	4.8	2.6	41.6	8.9	13.8	12.6	8.8
5995	5826	122066	Susquehanna	1.5	4.6	10.4	13.6	29.6	4.2	10.2	4.3	21.6
5995	5826	122066	Norfolk	3.2	6	5.7	16.3	28.5	4.2	10.2	4.3	21.6
5995	5826	122066	Tracy	1.5	1.3	7.2	3.8	45.8	4.2	10.2	4.3	21.6
5995	5826	122066	San Diego	2.7	4.2	3.6	2.6	46.5	4.2	10.2	4.3	21.6
5998	3487	58787	Susquehanna	0.5	4	14.4	12.7	21.3	11.4	11.4	11.9	12.5
5998	3487	58787	Norfolk	7.3	5.2	5.4	14.8	20.2	11.4	11.4	11.9	12.5
5998	3487	58787	Tracy	1.6	1.1	7.4	4	38.8	11.4	11.4	11.9	12.5
5998	3487	58787	San Diego	4.7	2.5	3.3	1.5	40.9	11.4	11.4	11.9	12.5
5999	6086	147863	Susquehanna	1.6	5.1	12.4	13.7	26.8	6.3	13.5	7.4	13.2
5999	6086	147863	Norfolk	6.6	4.5	6.9	16.1	25.5	6.3	13.5	7.4	13.2
5999	6086	147863	Tracy	2.4	1.2	6.4	5.5	44.1	6.3	13.5	7.4	13.2
5999	6086	147863	San Diego	4	2	4.6	2.7	46.3	6.3	13.5	7.4	13.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6005	0	20	Susquehanna	0	5	5	5	30	5	0	50	0
6005	0	20	Norfolk	0	0	5	35	5	5	0	50	0
6005	0	20	Tracy	0	0	5	0	40	5	0	50	0
6005	0	20	San Diego	0	5	0	0	40	5	0	50	0
6010	0	2	Susquehanna	0	0	50	0	0	0	0	0	50
6010	0	2	Norfolk	50	0	0	0	0	0	0	0	50
6010	0	2	Tracy	0	0	0	0	50	0	0	0	50
6010	0	2	San Diego	0	0	0	0	50	0	0	0	50
6015	1	14	Susquehanna	0	14.3	14.3	0	57.1	0	0	0	14.3
6015	1	14	Norfolk	7.1	21.4	0	0	57.1	0	0	0	14.3
6015	1	14	Tracy	57.1	0	0	0	28.6	0	0	0	14.3
6015	1	14	San Diego	0	0	57.1	0	28.6	0	0	0	14.3
6020	39	233	Susquehanna	0.9	8.2	12	10.7	34.3	3.4	14.2	7.3	9
6020	39	233	Norfolk	3.9	9.4	3.4	22.7	26.6	3.4	14.2	7.3	9
6020	39	233	Tracy	2.1	0.9	5.2	2.1	55.8	3.4	14.2	7.3	9
6020	39	233	San Diego	3.9	1.3	3.4	0	57.5	3.4	14.2	7.3	9
6025	4	2	Susquehanna	0	0	0	0	100	0	0	0	0
6025	4	2	Norfolk	0	0	0	0	100	0	0	0	0
6025	4	2	Tracy	100	0	0	0	0	0	0	0	0
6025	4	2	San Diego	0	0	100	0	0	0	0	0	0
6026	1	6	Susquehanna	0	0	0	100	0	0	0	0	0
6026	1	6	Norfolk	0	0	0	100	0	0	0	0	0
6026	1	6	Tracy	0	0	0	0	100	0	0	0	0
6026	1	6	San Diego	0	0	0	0	100	0	0	0	0
6030	12	51	Susquehanna	0	25.5	2	11.8	19.6	0	29.4	0	11.8
6030	12	51	Norfolk	0	25.5	0	13.7	19.6	0	29.4	0	11.8
6030	12	51	Tracy	17.6	2	0	0	39.2	0	29.4	0	11.8
6030	12	51	San Diego	0	0	19.6	0	39.2	0	29.4	0	11.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6033	2	1	Susquehanna	0	0	0	0	100	0	0	0	0
6033	2	1	Norfolk	0	0	0	0	100	0	0	0	0
6033	2	1	Tracy	0	0	0	0	100	0	0	0	0
6033	2	1	San Diego	0	0	0	100	0	0	0	0	0
6060	23	141	Susquehanna	0	7.8	17.7	14.2	34	1.4	9.9	1.4	13.5
6060	23	141	Norfolk	0	21.3	2.1	17	33.3	1.4	9.9	1.4	13.5
6060	23	141	Tracy	2.8	2.1	0.7	5	63.1	1.4	9.9	1.4	13.5
6060	23	141	San Diego	0	0.7	7.1	3.5	62.4	1.4	9.9	1.4	13.5
6070	11	42	Susquehanna	2.4	0	0	16.7	31	0	35.7	0	14.3
6070	11	42	Norfolk	0	0	11.9	11.9	26.2	0	35.7	0	14.3
6070	11	42	Tracy	23.8	0	2.4	0	23.8	0	35.7	0	14.3
6070	11	42	San Diego	2.4	0	23.8	0	23.8	0	35.7	0	14.3
6080	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
6080	0	0	Norfolk	0	0	0	0	0	0	0	0	0
6080	0	0	Tracy	0	0	0	0	0	0	0	0	0
6080	0	0	San Diego	0	0	0	0	0	0	0	0	0
6105	2483	34997	Susquehanna	0.4	4.8	12.5	15.3	24.3	5.4	15.5	6.3	15.3
6105	2483	34997	Norfolk	6.4	4.7	5.7	17.1	23.5	5.4	15.5	6.3	15.3
6105	2483	34997	Tracy	2.9	0.9	6.6	4	43	5.4	15.5	6.3	15.3
6105	2483	34997	San Diego	4.6	1.8	4.3	1.5	45.1	5.4	15.5	6.3	15.3
6110	1165	19182	Susquehanna	0.4	5.4	11.4	12.7	24.2	6.5	14	9	16.4
6110	1165	19182	Norfolk	6.2	5.6	5.7	13.1	23.5	6.5	14	9	16.4
6110	1165	19182	Tracy	1.9	0.9	6.9	4.3	40	6.5	14	9	16.4
6110	1165	19182	San Diego	4.3	2.3	3.7	2.2	41.6	6.5	14	9	16.4
6115	388	9014	Susquehanna	1.1	3.9	11.2	17.6	26.8	2.2	12.2	1.1	23.9
6115	388	9014	Norfolk	2.2	7.3	5.4	19.7	26	2.2	12.2	1.1	23.9
6115	388	9014	Tracy	2.3	1.1	5.9	3.8	47.4	2.2	12.2	1.1	23.9
6115	388	9014	San Diego	3.6	1.9	4.4	3	47.7	2.2	12.2	1.1	23.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6116	0	2	Susquehanna	0	0	0	50	50	0	0	0	0
6116	0	2	Norfolk	0	0	0	50	50	0	0	0	0
6116	0	2	Tracy	0	0	50	0	50	0	0	0	0
6116	0	2	San Diego	50	0	0	0	50	0	0	0	0
6117	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
6117	0	0	Norfolk	0	0	0	0	0	0	0	0	0
6117	0	0	Tracy	0	0	0	0	0	0	0	0	0
6117	0	0	San Diego	0	0	0	0	0	0	0	0	0
6120	88	1117	Susquehanna	0.4	4.7	13.6	9.3	24	5.4	20.3	5	17.3
6120	88	1117	Norfolk	9.9	3.7	5.8	10.1	22.5	5.4	20.3	5	17.3
6120	88	1117	Tracy	3.2	0.2	9.6	3.5	35.5	5.4	20.3	5	17.3
6120	88	1117	San Diego	4.8	4.7	3.8	1.5	37.2	5.4	20.3	5	17.3
6125	67	789	Susquehanna	0	2.5	8.2	23.1	31.6	3.8	11	5.4	14.3
6125	67	789	Norfolk	3.5	3.4	4.9	22.1	31.4	3.8	11	5.4	14.3
6125	67	789	Tracy	9.8	0.9	9	3.2	42.6	3.8	11	5.4	14.3
6125	67	789	San Diego	5.3	3.7	11.2	0.1	45.1	3.8	11	5.4	14.3
6130	1604	20634	Susquehanna	0.8	4.9	11.3	15.2	26.7	7.3	12.5	8.2	13.1
6130	1604	20634	Norfolk	6.2	5.3	5.5	16.2	25.6	7.3	12.5	8.2	13.1
6130	1604	20634	Tracy	2.4	1.7	7.8	4.6	42.3	7.3	12.5	8.2	13.1
6130	1604	20634	San Diego	5.1	2.3	5.1	2.2	44.1	7.3	12.5	8.2	13.1
6135	802	47450	Susquehanna	0.7	5.5	10.8	15.4	29.6	6.3	8.7	6.4	16.4
6135	802	47450	Norfolk	3.1	6.2	6.3	18.7	27.9	6.3	8.7	6.4	16.4
6135	802	47450	Tracy	1.9	1.2	5.3	6.1	47.6	6.3	8.7	6.4	16.4
6135	802	47450	San Diego	2.8	2.1	4.6	2.9	49.8	6.3	8.7	6.4	16.4
6140	1349	52335	Susquehanna	1.2	4.8	10.5	14.8	26.6	3.5	12.6	4.1	21.8
6140	1349	52335	Norfolk	2.7	6.5	6	17.4	25.4	3.5	12.6	4.1	21.8
6140	1349	52335	Tracy	1.4	1.1	5.1	4.6	45.8	3.5	12.6	4.1	21.8
6140	1349	52335	San Diego	2.3	2.4	3.9	2.7	46.7	3.5	12.6	4.1	21.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6145	7933	147925	Susquehanna	1	8.3	12	15.7	28.7	2.5	15.3	1.9	14.7
6145	7933	147925	Norfolk	5.1	6.6	8.3	18.1	27.5	2.5	15.3	1.9	14.7
6145	7933	147925	Tracy	3.5	1.4	6.1	5.9	48.9	2.5	15.3	1.9	14.7
6145	7933	147925	San Diego	2.8	2.9	6.1	3	51	2.5	15.3	1.9	14.7
6150	2905	57166	Susquehanna	1.5	4.8	10.7	15.8	31.9	3.4	10.2	3.8	17.9
6150	2905	57166	Norfolk	3.3	6.4	5.7	18.7	30.5	3.4	10.2	3.8	17.9
6150	2905	57166	Tracy	1.9	1.3	6.2	5.6	49.7	3.4	10.2	3.8	17.9
6150	2905	57166	San Diego	3.2	2.6	4.7	3.4	50.8	3.4	10.2	3.8	17.9
6160	16	531	Susquehanna	1.3	8.1	17.1	27.7	35.2	0.6	2.4	1.1	6.4
6160	16	531	Norfolk	0.8	14.7	8.7	32.4	33	0.6	2.4	1.1	6.4
6160	16	531	Tracy	0	0.4	1.3	2.6	85.1	0.6	2.4	1.1	6.4
6160	16	531	San Diego	0.6	0.8	0.8	6.4	81	0.6	2.4	1.1	6.4
6210	4303	107904	Susquehanna	1.4	4.4	10.6	11.2	24	7.8	14.2	9.8	16.7
6210	4303	107904	Norfolk	5	4.3	6.1	13.6	22.6	7.8	14.2	9.8	16.7
6210	4303	107904	Tracy	1.5	0.8	5.2	4.5	39.6	7.8	14.2	9.8	16.7
6210	4303	107904	San Diego	2.9	2.1	3.1	1.9	41.5	7.8	14.2	9.8	16.7
6220	4042	121135	Susquehanna	1.1	4.6	10.7	15.1	28.9	1.6	10.2	1.7	26.1
6220	4042	121135	Norfolk	2.7	6.7	5.1	18.2	27.8	1.6	10.2	1.7	26.1
6220	4042	121135	Tracy	1	1.3	5.1	3.5	49.5	1.6	10.2	1.7	26.1
6220	4042	121135	San Diego	2.4	2.5	3.2	2.2	50.2	1.6	10.2	1.7	26.1
6230	1123	49272	Susquehanna	0.9	5.2	11.2	13.8	29.7	5.1	10.9	6.3	16.8
6230	1123	49272	Norfolk	3.2	6.1	5.9	17.6	28.2	5.1	10.9	6.3	16.8
6230	1123	49272	Tracy	1.6	1.1	4.6	6.3	47.4	5.1	10.9	6.3	16.8
6230	1123	49272	San Diego	2.3	2	3.9	3.7	49.1	5.1	10.9	6.3	16.8
6240	8245	300546	Susquehanna	0.8	5.4	10.1	14	27.8	5.5	10.8	7.1	18.4
6240	8245	300546	Norfolk	2.6	5.4	5.9	17.7	26.6	5.5	10.8	7.1	18.4
6240	8245	300546	Tracy	1.8	1.2	4.4	5	45.8	5.5	10.8	7.1	18.4
6240	8245	300546	San Diego	2.1	1.9	4.3	2.5	47.4	5.5	10.8	7.1	18.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6250	544	19286	Susquehanna	0.7	5.4	10.3	12.1	22.8	9.1	12.8	12.9	13.7
6250	544	19286	Norfolk	3.7	5	6.3	14.4	21.9	9.1	12.8	12.9	13.7
6250	544	19286	Tracy	1.5	1	4.9	4.4	39.5	9.1	12.8	12.9	13.7
6250	544	19286	San Diego	2.7	2	3.3	1.6	41.7	9.1	12.8	12.9	13.7
6260	806	35308	Susquehanna	0.5	5.5	9.8	13.2	28.5	2.2	11.9	3.5	24.9
6260	806	35308	Norfolk	1.6	6.3	5.4	16.6	27.6	2.2	11.9	3.5	24.9
6260	806	35308	Tracy	0.8	1.2	3.9	6.6	45	2.2	11.9	3.5	24.9
6260	806	35308	San Diego	1.8	1.5	3.2	3.1	47.8	2.2	11.9	3.5	24.9
6310	0	3	Susquehanna	0	0	0	100	0	0	0	0	0
6310	0	3	Norfolk	0	0	0	100	0	0	0	0	0
6310	0	3	Tracy	0	0	0	0	100	0	0	0	0
6310	0	3	San Diego	0	0	0	0	100	0	0	0	0
6320	56	861	Susquehanna	0	7	9.5	4.1	20.1	13	15.9	19	11.4
6320	56	861	Norfolk	8.6	2	7.8	4.2	18.1	13	15.9	19	11.4
6320	56	861	Tracy	0	0	11.6	6.5	22.5	13	15.9	19	11.4
6320	56	861	San Diego	6.4	5.2	0.2	0.1	28.7	13	15.9	19	11.4
6340	171	3136	Susquehanna	0.9	11	14	14	41.5	1.9	4.4	2.6	9.7
6340	171	3136	Norfolk	6.4	9.2	10.5	15.5	39.7	1.9	4.4	2.6	9.7
6340	171	3136	Tracy	4.4	0.7	8.9	10.4	57	1.9	4.4	2.6	9.7
6340	171	3136	San Diego	3	5.5	7.5	6.2	59.2	1.9	4.4	2.6	9.7
6350	637	17232	Susquehanna	0.6	5.3	11.8	11.8	24.6	7.4	15	8.2	15.2
6350	637	17232	Norfolk	5.2	5.3	5.8	14.6	23.1	7.4	15	8.2	15.2
6350	637	17232	Tracy	1.5	0.8	5.9	4.4	41.6	7.4	15	8.2	15.2
6350	637	17232	San Diego	3.4	2.2	3.1	2.2	43.2	7.4	15	8.2	15.2
6505	15454	770208	Susquehanna	1.7	6.6	11.8	18.1	38.1	2.1	10	3.4	8.3
6505	15454	770208	Norfolk	2.4	6.7	9.2	22.1	35.8	2.1	10	3.4	8.3
6505	15454	770208	Tracy	3.3	1.8	4.9	6.2	60	2.1	10	3.4	8.3
6505	15454	770208	San Diego	1.8	2.5	7.7	3.7	60.5	2.1	10	3.4	8.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6508	81	5243	Susquehanna	1.1	5.2	10.5	17.3	42.7	2.2	7.8	4.9	8.3
6508	81	5243	Norfolk	2.6	5	7.2	20.8	41.3	2.2	7.8	4.9	8.3
6508	81	5243	Tracy	2.7	1.4	5.1	12.1	55.6	2.2	7.8	4.9	8.3
6508	81	5243	San Diego	1.6	2.5	6.9	9.5	56.3	2.2	7.8	4.9	8.3
6510	2310	94268	Susquehanna	3	5.8	10.2	16.4	42	2.4	8.4	3.9	8
6510	2310	94268	Norfolk	2	6.1	9.3	19.7	40.1	2.4	8.4	3.9	8
6510	2310	94268	Tracy	3	1.3	4.7	14.5	53.8	2.4	8.4	3.9	8
6510	2310	94268	San Diego	2	2.1	6.5	11.7	55	2.4	8.4	3.9	8
6515	7161	330293	Susquehanna	2.2	4.3	7.5	12.9	49	1.9	8	2.9	11.3
6515	7161	330293	Norfolk	1.6	4.9	6.6	15.4	47.4	1.9	8	2.9	11.3
6515	7161	330293	Tracy	2.5	0.8	3.6	28.5	40.5	1.9	8	2.9	11.3
6515	7161	330293	San Diego	1.6	1.6	5	26.6	41.1	1.9	8	2.9	11.3
6520	2071	136522	Susquehanna	2.6	6.6	9.4	18.7	37.7	2.7	11	2.7	8.6
6520	2071	136522	Norfolk	3.1	7.2	7.8	20.9	36.1	2.7	11	2.7	8.6
6520	2071	136522	Tracy	2.2	1.2	5.5	10.6	55.5	2.7	11	2.7	8.6
6520	2071	136522	San Diego	3.5	1.5	5.9	8	56.1	2.7	11	2.7	8.6
6525	311	6311	Susquehanna	2.5	3.7	6.7	11.2	49.2	6	6.1	6	8.6
6525	311	6311	Norfolk	1.3	3.7	7.7	12.4	48.1	6	6.1	6	8.6
6525	311	6311	Tracy	2.7	0.8	2.5	33.3	34.1	6	6.1	6	8.6
6525	311	6311	San Diego	1.1	1.2	5.8	31.2	34	6	6.1	6	8.6
6530	2180	74713	Susquehanna	2.2	5.2	8.8	14.4	45.6	1.7	8.6	2.6	10.9
6530	2180	74713	Norfolk	2.1	5.4	7.5	17.3	43.8	1.7	8.6	2.6	10.9
6530	2180	74713	Tracy	2.6	1.3	4	20.8	47.5	1.7	8.6	2.6	10.9
6530	2180	74713	San Diego	1.7	1.8	6	18.5	48.1	1.7	8.6	2.6	10.9
6532	388	14717	Susquehanna	1.3	6.3	8.1	17.3	40.8	1.5	10	1.8	12.9
6532	388	14717	Norfolk	1.8	6.3	7.4	19.2	39.1	1.5	10	1.8	12.9
6532	388	14717	Tracy	2.6	1.5	4.5	14.7	50.4	1.5	10	1.8	12.9
6532	388	14717	San Diego	2.2	1.9	6.6	12.1	51	1.5	10	1.8	12.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6540	6333	50472	Susquehanna	6.3	0.6	11.8	30.4	24.6	0.1	7.4	1.5	17.3
6540	6333	50472	Norfolk	9.4	0.9	19.7	19.2	24.4	0.1	7.4	1.5	17.3
6540	6333	50472	Tracy	0.5	0.1	3.1	2.8	67.2	0.1	7.4	1.5	17.3
6540	6333	50472	San Diego	2.9	0.2	0.9	0.9	68.8	0.1	7.4	1.5	17.3
6545	811	20952	Susquehanna	6.2	6.2	10.9	14.3	41.9	1.2	7.2	2.5	9.8
6545	811	20952	Norfolk	2.1	6.5	11.8	18.7	40.4	1.2	7.2	2.5	9.8
6545	811	20952	Tracy	2.6	1	4.7	18.9	52.3	1.2	7.2	2.5	9.8
6545	811	20952	San Diego	2.3	1.9	4.7	17.4	53.1	1.2	7.2	2.5	9.8
6550	590	22046	Susquehanna	3.4	4.4	8.9	14.2	28.7	5.3	13.7	5.9	15.5
6550	590	22046	Norfolk	1.8	4.7	9.4	16.5	27.4	5.3	13.7	5.9	15.5
6550	590	22046	Tracy	2.2	1.1	3.5	6.6	46.3	5.3	13.7	5.9	15.5
6550	590	22046	San Diego	1.6	1.5	5.2	4.6	46.7	5.3	13.7	5.9	15.5
6605	168	8530	Susquehanna	0.1	4.3	15.2	15.4	26.8	13.4	5.7	14.7	4.5
6605	168	8530	Norfolk	7.5	4.6	7.1	17.1	25.4	13.4	5.7	14.7	4.5
6605	168	8530	Tracy	0.9	0.8	9.8	4.5	45.7	13.4	5.7	14.7	4.5
6605	168	8530	San Diego	6.2	3.2	2	1.2	49.1	13.4	5.7	14.7	4.5
6610	224	14015	Susquehanna	0	3.8	15	26.9	30.1	9.5	4.5	8	2.2
6610	224	14015	Norfolk	11.4	4.4	2.1	28.6	29.2	9.5	4.5	8	2.2
6610	224	14015	Tracy	3	1.2	10.5	2.3	58.8	9.5	4.5	8	2.2
6610	224	14015	San Diego	8.3	1.8	4.8	0.6	60.3	9.5	4.5	8	2.2
6615	42	9229	Susquehanna	0	3.5	20.2	21.8	27.2	12.5	3.4	10.4	1
6615	42	9229	Norfolk	13.3	5.5	2.1	25.6	26	12.5	3.4	10.4	1
6615	42	9229	Tracy	0.8	1.4	12.1	4.8	53.5	12.5	3.4	10.4	1
6615	42	9229	San Diego	7.3	4.8	2.4	0.4	57.9	12.5	3.4	10.4	1
6620	1011	31390	Susquehanna	0.9	3.7	11.9	17.1	29.6	3.6	8.9	3.9	20.4
6620	1011	31390	Norfolk	4.5	5.8	4.3	20.2	28.4	3.6	8.9	3.9	20.4
6620	1011	31390	Tracy	1	1	7.1	4.4	49.8	3.6	8.9	3.9	20.4
6620	1011	31390	San Diego	4	2.9	2.9	2	51.3	3.6	8.9	3.9	20.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6625	5077	114044	Susquehanna	0.8	5.6	11.5	15.3	29.2	5.3	11.5	5.9	14.9
6625	5077	114044	Norfolk	3.9	5.8	6.4	18.5	27.7	5.3	11.5	5.9	14.9
6625	5077	114044	Tracy	2.3	1.2	6.4	5.2	47.3	5.3	11.5	5.9	14.9
6625	5077	114044	San Diego	3.3	2.7	4.7	2.9	48.8	5.3	11.5	5.9	14.9
6630	303	17966	Susquehanna	2	5	10.2	13.9	28.9	5.8	11.5	10.3	12.5
6630	303	17966	Norfolk	2.7	4.9	8.2	16.6	27.5	5.8	11.5	10.3	12.5
6630	303	17966	Tracy	1.6	1.2	4.9	7.5	44.7	5.8	11.5	10.3	12.5
6630	303	17966	San Diego	2.7	1.8	4.2	5.1	46.1	5.8	11.5	10.3	12.5
6635	541	6170	Susquehanna	0.9	5.1	10	22.4	32.8	3.2	10	3.2	12.3
6635	541	6170	Norfolk	3.7	5	5.9	25.5	31	3.2	10	3.2	12.3
6635	541	6170	Tracy	2.5	0.9	4.1	4.9	58.8	3.2	10	3.2	12.3
6635	541	6170	San Diego	1.7	2.1	4.7	2.7	60	3.2	10	3.2	12.3
6636	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
6636	0	0	Norfolk	0	0	0	0	0	0	0	0	0
6636	0	0	Tracy	0	0	0	0	0	0	0	0	0
6636	0	0	San Diego	0	0	0	0	0	0	0	0	0
6640	871	43449	Susquehanna	1.1	4.9	9	12.3	36.8	5.1	10.3	9.5	11.1
6640	871	43449	Norfolk	3	4.9	6.3	14.4	35.4	5.1	10.3	9.5	11.1
6640	871	43449	Tracy	2.6	0.7	3.6	17.5	39.6	5.1	10.3	9.5	11.1
6640	871	43449	San Diego	2	1.3	4.6	15.6	40.5	5.1	10.3	9.5	11.1
6645	660	23541	Susquehanna	0.9	5.3	11.4	14.7	29.6	4.3	11.8	6.7	15.2
6645	660	23541	Norfolk	4	5.9	6.3	17.8	28	4.3	11.8	6.7	15.2
6645	660	23541	Tracy	2.2	1	6.5	6.2	46.1	4.3	11.8	6.7	15.2
6645	660	23541	San Diego	3.9	2.4	4.3	3.6	47.9	4.3	11.8	6.7	15.2
6650	436	13215	Susquehanna	1.9	4.2	9.9	19.1	31.4	8.8	6.5	9.8	8.3
6650	436	13215	Norfolk	3.3	5	6	22.6	29.6	8.8	6.5	9.8	8.3
6650	436	13215	Tracy	1.9	1.3	7.8	5.4	50	8.8	6.5	9.8	8.3
6650	436	13215	San Diego	4.4	3	4.3	2.9	51.9	8.8	6.5	9.8	8.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6655	24	935	Susquehanna	0	4.4	12.9	9.6	13.7	18	11.6	22.4	7.5
6655	24	935	Norfolk	8.2	3.1	4.8	12.3	12.2	18	11.6	22.4	7.5
6655	24	935	Tracy	0.3	0.3	6.3	3.4	30.3	18	11.6	22.4	7.5
6655	24	935	San Diego	5.2	1.1	0.7	1	32.6	18	11.6	22.4	7.5
6660	199	5078	Susquehanna	0.3	4.3	12	13.2	27.7	5.3	15.5	5.8	15.9
6660	199	5078	Norfolk	4.8	5.9	5.3	14.8	26.6	5.3	15.5	5.8	15.9
6660	199	5078	Tracy	1.9	3.5	6.5	4.8	40.8	5.3	15.5	5.8	15.9
6660	199	5078	San Diego	2	3.7	7.8	2.5	41.5	5.3	15.5	5.8	15.9
6665	597	19488	Susquehanna	0.3	2.7	9.8	12.2	18.5	10.7	13.8	17.7	14.5
6665	597	19488	Norfolk	3.4	2.3	6.7	14.3	16.7	10.7	13.8	17.7	14.5
6665	597	19488	Tracy	0.6	0.6	3.7	4.3	34.2	10.7	13.8	17.7	14.5
6665	597	19488	San Diego	2.4	1.3	1.6	1.3	36.8	10.7	13.8	17.7	14.5
6670	231	5672	Susquehanna	0.4	5.1	11.1	15.9	28	5.3	14.3	8.1	11.7
6670	231	5672	Norfolk	3.9	5.2	6.3	18.3	26.7	5.3	14.3	8.1	11.7
6670	231	5672	Tracy	1.3	1.2	5.6	6.9	45.5	5.3	14.3	8.1	11.7
6670	231	5672	San Diego	3.3	2	3.2	4.8	47.3	5.3	14.3	8.1	11.7
6675	267	11648	Susquehanna	0.7	5.5	13.3	15.4	31.5	4.6	10.3	6.9	11.9
6675	267	11648	Norfolk	3	5.8	7	25	25.5	4.6	10.3	6.9	11.9
6675	267	11648	Tracy	0.8	1.2	5.3	5.7	53.4	4.6	10.3	6.9	11.9
6675	267	11648	San Diego	3.2	1.7	2.8	2.2	56.5	4.6	10.3	6.9	11.9
6680	2239	79037	Susquehanna	1.4	3.4	9.3	13.6	27.5	4.1	11.4	5.2	24
6680	2239	79037	Norfolk	3.1	5.1	5.3	15.2	26.7	4.1	11.4	5.2	24
6680	2239	79037	Tracy	0.7	1	5.6	4.3	43.6	4.1	11.4	5.2	24
6680	2239	79037	San Diego	2.8	2.6	2.7	2.7	44.4	4.1	11.4	5.2	24
6685	4526	110793	Susquehanna	0.5	4.4	10.3	12.9	23.4	8.1	15.1	10.2	15.2
6685	4526	110793	Norfolk	4.7	4.6	5.8	13.9	22.4	8.1	15.1	10.2	15.2
6685	4526	110793	Tracy	1.2	0.9	6.1	4.7	38.5	8.1	15.1	10.2	15.2
6685	4526	110793	San Diego	3.7	2	3.1	2.3	40.2	8.1	15.1	10.2	15.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6695	632	8433	Susquehanna	1.1	4.2	14.7	16.5	26.1	7.3	11.6	7.1	11.5
6695	632	8433	Norfolk	7.9	5.6	5	18.6	25.4	7.3	11.6	7.1	11.5
6695	632	8433	Tracy	3.5	1.2	7.2	4.5	46.2	7.3	11.6	7.1	11.5
6695	632	8433	San Diego	4.9	2	5.7	1.8	48.1	7.3	11.6	7.1	11.5
6710	4	50	Susquehanna	0	2	6	22	46	0	18	0	6
6710	4	50	Norfolk	4	0	12	14	46	0	18	0	6
6710	4	50	Tracy	0	6	4	24	42	0	18	0	6
6710	4	50	San Diego	2	2	6	36	30	0	18	0	6
6720	69	915	Susquehanna	0.1	6.2	18.5	9.8	39.2	2.2	13.3	3.1	7.5
6720	69	915	Norfolk	10.6	7.4	6.6	10.5	38.8	2.2	13.3	3.1	7.5
6720	69	915	Tracy	0.5	1.7	10.8	18.4	42.4	2.2	13.3	3.1	7.5
6720	69	915	San Diego	5.7	3.8	2.6	18.6	43.2	2.2	13.3	3.1	7.5
6730	124	4448	Susquehanna	0.7	6	12.5	17	30.8	3.1	11.3	3.3	15.4
6730	124	4448	Norfolk	3.7	7.4	6.1	20.1	29.7	3.1	11.3	3.3	15.4
6730	124	4448	Tracy	1.4	0.8	5	4.5	55.2	3.1	11.3	3.3	15.4
6730	124	4448	San Diego	3	1.7	3.3	3.3	55.6	3.1	11.3	3.3	15.4
6740	251	2286	Susquehanna	0.1	5.6	8.4	8.7	46.8	2.2	16.2	1.5	10.5
6740	251	2286	Norfolk	5.9	5.3	2.1	11.5	44.7	2.2	16.2	1.5	10.5
6740	251	2286	Tracy	1.6	0.3	7.8	24.3	35.4	2.2	16.2	1.5	10.5
6740	251	2286	San Diego	2	3.7	2.4	26.5	35.1	2.2	16.2	1.5	10.5
6750	3064	35669	Susquehanna	0.4	5.6	11.3	19.9	30.8	4	10.7	5.2	12.2
6750	3064	35669	Norfolk	4.1	6.1	5.3	23.2	29.4	4	10.7	5.2	12.2
6750	3064	35669	Tracy	2.2	1.5	6.3	6.5	51.6	4	10.7	5.2	12.2
6750	3064	35669	San Diego	3.3	2.2	5.3	3.7	53.5	4	10.7	5.2	12.2
6760	216	2372	Susquehanna	0.1	5.7	11.4	12.3	40.6	2.6	12.1	3	12.2
6760	216	2372	Norfolk	7	6.3	3.4	13.5	39.9	2.6	12.1	3	12.2
6760	216	2372	Tracy	1.2	1.4	9.8	12.3	45.4	2.6	12.1	3	12.2
6760	216	2372	San Diego	3.7	4.9	3.5	11.1	46.9	2.6	12.1	3	12.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6770	1	59	Susquehanna	0	13.6	8.5	3.4	10.2	6.8	30.5	8.5	18.6
6770	1	59	Norfolk	1.7	13.6	1.7	8.5	10.2	6.8	30.5	8.5	18.6
6770	1	59	Tracy	0	0	0	5.1	30.5	6.8	30.5	8.5	18.6
6770	1	59	San Diego	0	0	0	0	35.6	6.8	30.5	8.5	18.6
6780	9	95	Susquehanna	0	2.1	4.2	4.2	81.1	0	4.2	0	4.2
6780	9	95	Norfolk	1.1	2.1	2.1	5.3	81.1	0	4.2	0	4.2
6780	9	95	Tracy	37.9	0	14.7	15.8	23.2	0	4.2	0	4.2
6780	9	95	San Diego	4.2	1.1	40	24.2	22.1	0	4.2	0	4.2
6810	2003	65404	Susquehanna	0.5	4.5	9.9	13.3	23.7	7.8	14.2	8.3	17.7
6810	2003	65404	Norfolk	3.4	4.8	5.7	15.3	22.6	7.8	14.2	8.3	17.7
6810	2003	65404	Tracy	1.5	0.8	4.3	5.1	40.1	7.8	14.2	8.3	17.7
6810	2003	65404	San Diego	2.3	1.6	3.5	3	41.4	7.8	14.2	8.3	17.7
6820	1	195	Susquehanna	0	3.6	14.4	13.3	46.7	1.5	7.7	0.5	12.3
6820	1	195	Norfolk	3.1	2.6	4.1	23.6	44.6	1.5	7.7	0.5	12.3
6820	1	195	Tracy	0.5	2.6	7.2	6.7	61	1.5	7.7	0.5	12.3
6820	1	195	San Diego	4.6	1.5	4.6	3.1	64.1	1.5	7.7	0.5	12.3
6830	178	11773	Susquehanna	0.3	2.4	10.3	10.1	24.1	17.5	8.2	11	16.1
6830	178	11773	Norfolk	1.7	5.9	7.8	8.4	23.4	17.5	8.2	11	16.1
6830	178	11773	Tracy	0.8	1.1	9.9	6.5	28.9	17.5	8.2	11	16.1
6830	178	11773	San Diego	8.3	1.2	2.6	1.6	33.4	17.5	8.2	11	16.1
6840	457	21279	Susquehanna	1.4	7.7	9.4	18.6	30.9	1.8	9.6	2.3	18.3
6840	457	21279	Norfolk	1.6	8.1	7.8	21.4	29.1	1.8	9.6	2.3	18.3
6840	457	21279	Tracy	1.6	1.2	3.1	7	55	1.8	9.6	2.3	18.3
6840	457	21279	San Diego	1.1	1.6	4.3	4.9	55.9	1.8	9.6	2.3	18.3
6850	2640	94323	Susquehanna	0.6	5.2	11.5	15.3	26.9	6.4	10.6	8.5	14.8
6850	2640	94323	Norfolk	4	6	5.8	18.3	25.6	6.4	10.6	8.5	14.8
6850	2640	94323	Tracy	1.4	1.4	5	5.3	46.6	6.4	10.6	8.5	14.8
6850	2640	94323	San Diego	2.6	1.9	4.1	2.7	48.4	6.4	10.6	8.5	14.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
6910	41	1444	Susquehanna	0.3	6.7	12.3	15.4	32.2	2.6	12.7	3.9	13.7
6910	41	1444	Norfolk	5	4.6	9.1	17	31.4	2.6	12.7	3.9	13.7
6910	41	1444	Tracy	1.7	0.8	6.6	5.5	52.4	2.6	12.7	3.9	13.7
6910	41	1444	San Diego	2.6	3.1	3.5	5.2	52.6	2.6	12.7	3.9	13.7
6920	102	2030	Susquehanna	1.2	6.1	7.3	22.2	27.5	8.6	7.4	11.2	8.6
6920	102	2030	Norfolk	1.4	5.8	6.2	24.6	26.3	8.6	7.4	11.2	8.6
6920	102	2030	Tracy	0.1	1.3	5.3	4	53.4	8.6	7.4	11.2	8.6
6920	102	2030	San Diego	3.2	2	2.6	2.8	53.6	8.6	7.4	11.2	8.6
6930	29	416	Susquehanna	0.2	3.8	13.2	14.9	29.3	12.7	9.6	11.1	5
6930	29	416	Norfolk	7	6	2.9	17.5	28.1	12.7	9.6	11.1	5
6930	29	416	Tracy	7.9	0.2	7.9	3.1	42.3	12.7	9.6	11.1	5
6930	29	416	San Diego	5	2.4	9.1	2.6	42.3	12.7	9.6	11.1	5
6940	2	44	Susquehanna	0	2.3	9.1	9.1	34.1	4.5	27.3	0	13.6
6940	2	44	Norfolk	4.5	2.3	0	13.6	34.1	4.5	27.3	0	13.6
6940	2	44	Tracy	9.1	2.3	4.5	2.3	36.4	4.5	27.3	0	13.6
6940	2	44	San Diego	0	4.5	13.6	0	36.4	4.5	27.3	0	13.6

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7010	43	2465	Susquehanna	0.2	3.6	9.1	8.3	18.5	13.1	14.4	13.2	19.6
7010	43	2465	Norfolk	3.7	4.7	4.7	10.1	16.6	13.1	14.4	13.2	19.6
7010	43	2465	Tracy	0.5	0.4	5.6	3.9	29.2	13.1	14.4	13.2	19.6
7010	43	2465	San Diego	3.5	2.1	1.4	0.6	32.1	13.1	14.4	13.2	19.6
7020	8	374	Susquehanna	0	3.7	7	33.2	31.6	1.3	10.4	3.7	9.1
7020	8	374	Norfolk	1.6	5.6	1.6	35	31.6	1.3	10.4	3.7	9.1
7020	8	374	Tracy	0	1.1	7	8	59.4	1.3	10.4	3.7	9.1
7020	8	374	San Diego	6.4	0	2.4	1.9	64.7	1.3	10.4	3.7	9.1
7021	23	305	Susquehanna	0	12.8	9.8	6.6	27.2	18.7	5.6	14.1	5.2
7021	23	305	Norfolk	6.2	11.5	3	9.5	26.2	18.7	5.6	14.1	5.2
7021	23	305	Tracy	4.9	0.3	3.9	4.3	43	18.7	5.6	14.1	5.2
7021	23	305	San Diego	3.3	0.7	5.6	2.6	44.3	18.7	5.6	14.1	5.2
7025	632	8535	Susquehanna	0.3	5.4	11.3	10.3	24.6	6.8	14.6	7	19.6
7025	632	8535	Norfolk	5.5	5.2	5.4	14.3	21.5	6.8	14.6	7	19.6
7025	632	8535	Tracy	1.8	1.4	5.4	4.4	38.9	6.8	14.6	7	19.6
7025	632	8535	San Diego	3.2	1.5	4.4	2	40.9	6.8	14.6	7	19.6
7030	18	92	Susquehanna	0	6.5	4.3	21.7	29.3	1.1	7.6	4.3	25
7030	18	92	Norfolk	2.2	5.4	2.2	23.9	28.3	1.1	7.6	4.3	25
7030	18	92	Tracy	0	3.3	1.1	8.7	48.9	1.1	7.6	4.3	25
7030	18	92	San Diego	0	0	5.4	7.6	48.9	1.1	7.6	4.3	25
7035	179	2629	Susquehanna	0.1	5.6	8.2	18.3	22.1	3.7	13.7	3.5	24.9
7035	179	2629	Norfolk	4.6	5.1	3	20.8	20.7	3.7	13.7	3.5	24.9
7035	179	2629	Tracy	1	1.1	5.2	3.5	43.4	3.7	13.7	3.5	24.9
7035	179	2629	San Diego	3.9	0.9	3.5	2.6	43.3	3.7	13.7	3.5	24.9
7040	17	349	Susquehanna	0.6	27.5	6.9	7.7	33.2	0	6.6	1.1	16.3
7040	17	349	Norfolk	2.6	26.6	3.7	10.3	32.7	0	6.6	1.1	16.3
7040	17	349	Tracy	6.9	4	4	6	55	0	6.6	1.1	16.3
7040	17	349	San Diego	1.1	2.3	12	3.4	57	0	6.6	1.1	16.3

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7045	792	18188	Susquehanna	0.2	5.4	11.2	15.5	27.6	5.9	11.6	8	14.7
7045	792	18188	Norfolk	5	5.4	5.4	17.6	26.4	5.9	11.6	8	14.7
7045	792	18188	Tracy	2.4	1.1	5.7	5.4	45.1	5.9	11.6	8	14.7
7045	792	18188	San Diego	3.1	2.4	4.5	2.5	47.3	5.9	11.6	8	14.7
7050	265	3182	Susquehanna	0.2	3.6	11.6	11.1	16.3	2.1	21.2	7.5	26.4
7050	265	3182	Norfolk	5.4	3.1	6.9	12.6	14.8	2.1	21.2	7.5	26.4
7050	265	3182	Tracy	0.9	0.4	6.3	3	32.1	2.1	21.2	7.5	26.4
7050	265	3182	San Diego	4.1	1.9	2.2	0.8	33.9	2.1	21.2	7.5	26.4
7105	246	7042	Susquehanna	2	5.2	7.2	16.8	43.1	0.1	6.5	0.3	18.8
7105	246	7042	Norfolk	0.6	5.1	7.1	19.8	41.6	0.1	6.5	0.3	18.8
7105	246	7042	Tracy	0.7	0.5	3.6	14.6	54.8	0.1	6.5	0.3	18.8
7105	246	7042	San Diego	0.7	2.8	2.2	13.2	55.4	0.1	6.5	0.3	18.8
7110	15	1939	Susquehanna	0.6	6.1	7.4	16.4	43.8	0	2.6	0	23.1
7110	15	1939	Norfolk	0.8	5.8	5	19.8	43.1	0	2.6	0	23.1
7110	15	1939	Tracy	0.7	0.9	1.2	24.1	47.5	0	2.6	0	23.1
7110	15	1939	San Diego	0.5	0.7	2	23.1	48.1	0	2.6	0	23.1
7125	41	2002	Susquehanna	0.7	4.5	8	13.4	52.1	0.1	5.5	0.2	15.3
7125	41	2002	Norfolk	2.2	4.3	4.5	16.4	51.3	0.1	5.5	0.2	15.3
7125	41	2002	Tracy	0.3	0.8	1.4	29.6	46.7	0.1	5.5	0.2	15.3
7125	41	2002	San Diego	0.6	0.6	2.4	27	48.2	0.1	5.5	0.2	15.3
7195	3	88	Susquehanna	1.1	5.7	21.6	13.6	36.4	0	15.9	0	5.7
7195	3	88	Norfolk	1.1	17	6.8	20.5	33	0	15.9	0	5.7
7195	3	88	Tracy	2.3	0	4.5	19.3	52.3	0	15.9	0	5.7
7195	3	88	San Diego	3.4	1.1	2.3	15.9	55.7	0	15.9	0	5.7
7210	783	22084	Susquehanna	1.2	6.9	8.6	14.6	31.4	3.8	10.8	7.3	15.5
7210	783	22084	Norfolk	2.3	6.9	7.2	16.3	30	3.8	10.8	7.3	15.5
7210	783	22084	Tracy	1.8	1.1	3.6	10.8	45.2	3.8	10.8	7.3	15.5
7210	783	22084	San Diego	1.6	1.6	4.6	8.4	46.5	3.8	10.8	7.3	15.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7240	196	10868	Susquehanna	1.4	5.5	8.4	15	35.4	1.1	6.9	1.4	25
7240	196	10868	Norfolk	1.4	5.6	6.4	17.5	34.7	1.1	6.9	1.4	25
7240	196	10868	Tracy	1.2	1.1	3.6	11.8	48	1.1	6.9	1.4	25
7240	196	10868	San Diego	1.5	1.7	3.7	10.1	48.7	1.1	6.9	1.4	25
7290	8	811	Susquehanna	1	6.5	11.2	21.1	40.1	1	11.5	1.8	5.8
7290	8	811	Norfolk	2.7	7.2	6.5	24.5	39	1	11.5	1.8	5.8
7290	8	811	Tracy	4.4	1.2	4.9	5.8	63.5	1	11.5	1.8	5.8
7290	8	811	San Diego	2	3	7.6	3	64.4	1	11.5	1.8	5.8
7310	1432	39397	Susquehanna	1.2	5.3	9.1	14.3	24.3	3.2	11.9	4.3	26.4
7310	1432	39397	Norfolk	1.8	5.6	6.5	16.9	23.3	3.2	11.9	4.3	26.4
7310	1432	39397	Tracy	0.8	1.4	3.7	4.1	44.2	3.2	11.9	4.3	26.4
7310	1432	39397	San Diego	1.7	1.9	2.9	2	45.6	3.2	11.9	4.3	26.4
7320	650	9210	Susquehanna	0.3	4.3	6.9	11.7	20.3	6.3	18.3	7.9	24
7320	650	9210	Norfolk	2.8	4.1	4.8	11.8	19.8	6.3	18.3	7.9	24
7320	650	9210	Tracy	0.3	0.5	4	4	34.7	6.3	18.3	7.9	24
7320	650	9210	San Diego	2.5	1.4	1.7	2	35.8	6.3	18.3	7.9	24
7330	60	2758	Susquehanna	1.6	7.9	11.2	20.4	35.8	0	7.5	0	15.6
7330	60	2758	Norfolk	0.6	8.1	9	24.5	34.7	0	7.5	0	15.6
7330	60	2758	Tracy	0.4	1.8	3	5.7	66	0	7.5	0	15.6
7330	60	2758	San Diego	1.1	1.7	3.2	3.8	67.2	0	7.5	0	15.6
7340	26	4241	Susquehanna	1.3	9.6	12.7	16.5	32.5	0.4	5.3	0.6	21.2
7340	26	4241	Norfolk	2.2	8.1	8.6	22.2	31.5	0.4	5.3	0.6	21.2
7340	26	4241	Tracy	2	1.3	3.5	5.8	60.1	0.4	5.3	0.6	21.2
7340	26	4241	San Diego	0.5	2.5	5.2	4	60.3	0.4	5.3	0.6	21.2
7350	37	2426	Susquehanna	1.3	10.1	11.3	17	41.1	0.1	3.8	0.4	14.9
7350	37	2426	Norfolk	2	6.9	10.1	21.8	39.9	0.1	3.8	0.4	14.9
7350	37	2426	Tracy	1.7	1.4	2.6	16.4	58.8	0.1	3.8	0.4	14.9
7350	37	2426	San Diego	0.3	1.9	5.2	15.2	58.1	0.1	3.8	0.4	14.9

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7360	173	6944	Susquehanna	1.2	5.4	9.1	15	33.3	0	8.2	0.1	27.6
7360	173	6944	Norfolk	0.5	7	6	18.8	31.8	0	8.2	0.1	27.6
7360	173	6944	Tracy	1.2	1.5	3.5	4.1	53.7	0	8.2	0.1	27.6
7360	173	6944	San Diego	0.6	2.6	3.7	3.4	53.7	0	8.2	0.1	27.6
7420	0	2	Susquehanna	0	0	0	0	100	0	0	0	0
7420	0	2	Norfolk	0	0	0	0	100	0	0	0	0
7420	0	2	Tracy	0	0	0	100	0	0	0	0	0
7420	0	2	San Diego	0	0	0	100	0	0	0	0	0
7430	0	119	Susquehanna	0	1.7	0	0	94.1	0	0.8	0	3.4
7430	0	119	Norfolk	0	0.8	0.8	0	94.1	0	0.8	0	3.4
7430	0	119	Tracy	0	0	0	93.3	2.5	0	0.8	0	3.4
7430	0	119	San Diego	0	0	0	93.3	2.5	0	0.8	0	3.4
7450	15	107	Susquehanna	0	3.7	10.3	27.1	40.2	0	6.5	0	12.1
7450	15	107	Norfolk	2.8	3.7	7.5	26.2	41.1	0	6.5	0	12.1
7450	15	107	Tracy	3.7	1.9	4.7	5.6	65.4	0	6.5	0	12.1
7450	15	107	San Diego	0.9	1.9	6.5	0.9	71	0	6.5	0	12.1
7460	0	145	Susquehanna	0	2.8	1.4	13.1	67.6	0	9.7	0	5.5
7460	0	145	Norfolk	0	2.1	3.4	17.2	62.1	0	9.7	0	5.5
7460	0	145	Tracy	8.3	0	0.7	37.2	38.6	0	9.7	0	5.5
7460	0	145	San Diego	0.7	0	11	34.5	38.6	0	9.7	0	5.5
7490	21	67	Susquehanna	0	0	10.4	9	16.4	13.4	0	50.7	0
7490	21	67	Norfolk	7.5	0	7.5	4.5	16.4	13.4	0	50.7	0
7490	21	67	Tracy	0	0	6	10.4	19.4	13.4	0	50.7	0
7490	21	67	San Diego	6	0	0	0	29.9	13.4	0	50.7	0
7510	7	669	Susquehanna	12	0.1	0.4	3.3	78.9	1.6	0.6	1.2	1.8
7510	7	669	Norfolk	0	0.1	13	2.8	78.8	1.6	0.6	1.2	1.8
7510	7	669	Tracy	2.4	0	0	73.8	18.5	1.6	0.6	1.2	1.8
7510	7	669	San Diego	0	0	2.8	73.7	18.2	1.6	0.6	1.2	1.8

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7520	8	897	Susquehanna	6	0.4	2.3	4.8	79.5	0	2.7	0.1	4.1
7520	8	897	Norfolk	0.8	0.8	6.9	5.6	79	0	2.7	0.1	4.1
7520	8	897	Tracy	4.7	0	1	70	17.4	0	2.7	0.1	4.1
7520	8	897	San Diego	0.9	0.1	4.7	69.2	18.2	0	2.7	0.1	4.1
7530	76	2538	Susquehanna	1.8	4.4	7.9	13.9	40.7	6.5	7.1	9.1	8.7
7530	76	2538	Norfolk	3	4.2	6.3	15.6	39.6	6.5	7.1	9.1	8.7
7530	76	2538	Tracy	3.2	1	3.6	19.9	40.9	6.5	7.1	9.1	8.7
7530	76	2538	San Diego	1.7	1.7	5.6	16.9	42.8	6.5	7.1	9.1	8.7
7540	0	60	Susquehanna	0	0	1.7	0	98.3	0	0	0	0
7540	0	60	Norfolk	0	0	0	1.7	98.3	0	0	0	0
7540	0	60	Tracy	20	0	0	75	5	0	0	0	0
7540	0	60	San Diego	0	0	20	75	5	0	0	0	0
7610	71	1153	Susquehanna	1.5	9.1	11.4	16.1	32.5	1.9	9.8	1	16.6
7610	71	1153	Norfolk	1.9	8.7	7.6	20.1	32.4	1.9	9.8	1	16.6
7610	71	1153	Tracy	0.6	1.8	3.7	6.8	57.8	1.9	9.8	1	16.6
7610	71	1153	San Diego	0.9	2	4.6	4.1	59.2	1.9	9.8	1	16.6
7630	1	0	Susquehanna	0	0	0	0	0	0	0	0	0
7630	1	0	Norfolk	0	0	0	0	0	0	0	0	0
7630	1	0	Tracy	0	0	0	0	0	0	0	0	0
7630	1	0	San Diego	0	0	0	0	0	0	0	0	0
7640	1	78	Susquehanna	0	0	11.5	7.7	26.9	9	15.4	14.1	15.4
7640	1	78	Norfolk	1.3	0	0	17.9	26.9	9	15.4	14.1	15.4
7640	1	78	Tracy	3.8	0	6.4	7.7	28.2	9	15.4	14.1	15.4
7640	1	78	San Diego	5.1	1.3	3.8	3.8	32.1	9	15.4	14.1	15.4
7670	1	0	Susquehanna	0	0	0	0	0	0	0	0	0
7670	1	0	Norfolk	0	0	0	0	0	0	0	0	0
7670	1	0	Tracy	0	0	0	0	0	0	0	0	0
7670	1	0	San Diego	0	0	0	0	0	0	0	0	0

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
7690	1153	26057	Susquehanna	2	6.3	11.6	18.1	30.5	3.3	13.8	2.8	11.7
7690	1153	26057	Norfolk	3.2	5.3	8.4	21.7	29.7	3.3	13.8	2.8	11.7
7690	1153	26057	Tracy	1.4	1.5	4.8	6.2	54.7	3.3	13.8	2.8	11.7
7690	1153	26057	San Diego	2.4	1.7	3.8	4.1	56.5	3.3	13.8	2.8	11.7
7910	13	43	Susquehanna	16.3	0	0	0	81.4	0	2.3	0	0
7910	13	43	Norfolk	0	0	16.3	0	81.4	0	2.3	0	0
7910	13	43	Tracy	0	0	0	81.4	16.3	0	2.3	0	0
7910	13	43	San Diego	0	0	0	81.4	16.3	0	2.3	0	0
7920	2	598	Susquehanna	2.2	0.2	0.2	0	97.2	0	0.3	0	0
7920	2	598	Norfolk	0.2	0.2	2.2	0	97.2	0	0.3	0	0
7920	2	598	Tracy	1.2	0	0	95.2	3.3	0	0.3	0	0
7920	2	598	San Diego	0	0	1.2	95.2	3.3	0	0.3	0	0
7930	4	223	Susquehanna	12.6	4	9	13	46.2	0	7.2	0	8.1
7930	4	223	Norfolk	0	6.3	17	16.6	44.8	0	7.2	0	8.1
7930	4	223	Tracy	3.1	5.4	0.4	26	49.8	0	7.2	0	8.1
7930	4	223	San Diego	0	0.4	8.5	26.9	48.9	0	7.2	0	8.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8020	0	9	Susquehanna	88.9	0	0	0	11.1	0	0	0	0
8020	0	9	Norfolk	0	0	88.9	0	11.1	0	0	0	0
8020	0	9	Tracy	11.1	0	0	0	88.9	0	0	0	0
8020	0	9	San Diego	0	0	11.1	0	88.9	0	0	0	0
8030	0	12	Susquehanna	33.3	0	0	0	58.3	8.3	0	0	0
8030	0	12	Norfolk	0	0	33.3	0	58.3	8.3	0	0	0
8030	0	12	Tracy	0	0	0	58.3	33.3	8.3	0	0	0
8030	0	12	San Diego	0	0	0	58.3	33.3	8.3	0	0	0
8040	0	6	Susquehanna	83.3	0	0	0	16.7	0	0	0	0
8040	0	6	Norfolk	0	0	83.3	0	16.7	0	0	0	0
8040	0	6	Tracy	16.7	0	0	0	83.3	0	0	0	0
8040	0	6	San Diego	0	0	16.7	0	83.3	0	0	0	0
8105	105	3349	Susquehanna	2.2	4.7	7.2	11.9	31.2	3	12.5	3.3	24.1
8105	105	3349	Norfolk	1.7	4.7	6.6	13.8	30.3	3	12.5	3.3	24.1
8105	105	3349	Tracy	0.8	1.3	3.6	13.3	38.1	3	12.5	3.3	24.1
8105	105	3349	San Diego	2.2	1.3	2.8	12.6	38.3	3	12.5	3.3	24.1
8110	884	10909	Susquehanna	1	5.9	14.7	15.7	35.6	2.1	13.3	2.1	9.6
8110	884	10909	Norfolk	3.4	6.8	9.7	18	35	2.1	13.3	2.1	9.6
8110	884	10909	Tracy	3.3	2.8	9.1	7.1	50.5	2.1	13.3	2.1	9.6
8110	884	10909	San Diego	3.4	5	8	2.4	54.1	2.1	13.3	2.1	9.6
8115	19	1922	Susquehanna	2.9	5.8	11	20	36.9	0.6	8.7	0.8	13.3
8115	19	1922	Norfolk	3.8	7.6	9.4	19.5	36.3	0.6	8.7	0.8	13.3
8115	19	1922	Tracy	1.9	2.3	5.1	7.3	59	0.6	8.7	0.8	13.3
8115	19	1922	San Diego	2.4	3.2	5.8	5.2	59.9	0.6	8.7	0.8	13.3
8120	87	6099	Susquehanna	1.7	7.1	9.4	14.2	27.9	4.9	9.5	6.9	18.4
8120	87	6099	Norfolk	1.9	8.1	6.9	17	26.4	4.9	9.5	6.9	18.4
8120	87	6099	Tracy	0.8	0.8	5.9	6.5	46.3	4.9	9.5	6.9	18.4
8120	87	6099	San Diego	3.7	2	2.8	5.3	46.4	4.9	9.5	6.9	18.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8125	161	6744	Susquehanna	0.2	4.6	11.5	13.7	21.8	11.4	10.3	16.4	10.1
8125	161	6744	Norfolk	5	4.5	5.9	15.9	20.5	11.4	10.3	16.4	10.1
8125	161	6744	Tracy	0.9	1.1	5	5.1	39.7	11.4	10.3	16.4	10.1
8125	161	6744	San Diego	3	1.6	3	1.8	42.4	11.4	10.3	16.4	10.1
8130	4	966	Susquehanna	3.2	5.1	5.5	4.8	15.4	26.3	4.2	22.9	12.6
8130	4	966	Norfolk	2.1	3.8	7.7	6.1	14.3	26.3	4.2	22.9	12.6
8130	4	966	Tracy	1.1	0.6	3.5	1.8	26.9	26.3	4.2	22.9	12.6
8130	4	966	San Diego	2.2	1.2	2.1	0.7	27.7	26.3	4.2	22.9	12.6
8135	0	46	Susquehanna	8.7	4.3	2.2	2.2	82.6	0	0	0	0
8135	0	46	Norfolk	2.2	4.3	8.7	2.2	82.6	0	0	0	0
8135	0	46	Tracy	4.3	0	0	58.7	37	0	0	0	0
8135	0	46	San Diego	0	0	4.3	58.7	37	0	0	0	0
8140	160	4015	Susquehanna	2.6	2.8	6.6	17.5	38.9	2.2	7.6	1.4	20.4
8140	160	4015	Norfolk	1.1	4.1	6.9	18.6	37.6	2.2	7.6	1.4	20.4
8140	160	4015	Tracy	0.4	1	7.3	4.5	55	2.2	7.6	1.4	20.4
8140	160	4015	San Diego	1.3	5.1	2.9	2.9	56.1	2.2	7.6	1.4	20.4
8145	52	1286	Susquehanna	0.5	3.1	50.3	20.5	16.3	4.7	0.6	2.7	1.4
8145	52	1286	Norfolk	46	3.9	3.2	21.4	16.2	4.7	0.6	2.7	1.4
8145	52	1286	Tracy	0.7	0.8	6.3	1.2	81.6	4.7	0.6	2.7	1.4
8145	52	1286	San Diego	4.4	1.8	1.6	0.9	81.9	4.7	0.6	2.7	1.4
8305	438	29627	Susquehanna	0.7	6	13.4	18	31	2.9	11.2	4.9	11.9
8305	438	29627	Norfolk	4.5	6.4	7.9	20.6	29.7	2.9	11.2	4.9	11.9
8305	438	29627	Tracy	1.4	1.3	5.8	7	53.5	2.9	11.2	4.9	11.9
8305	438	29627	San Diego	2.8	2.4	5.2	2.8	55.9	2.9	11.2	4.9	11.9
8310	5	3531	Susquehanna	0.6	6.7	13.2	19.1	32	1.8	9.8	4.6	12.4
8310	5	3531	Norfolk	4.3	7.8	6.7	22.5	30.2	1.8	9.8	4.6	12.4
8310	5	3531	Tracy	1.3	1.6	6.6	6.4	55.6	1.8	9.8	4.6	12.4
8310	5	3531	San Diego	2.7	2.9	4.6	3.3	57.9	1.8	9.8	4.6	12.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8315	257	27266	Susquehanna	0.9	7.6	12	19.4	36.2	1.5	8.4	2	11.9
8315	257	27266	Norfolk	2.6	7.4	7.9	23.8	34.5	1.5	8.4	2	11.9
8315	257	27266	Tracy	1.9	1.6	5.5	7.7	59.6	1.5	8.4	2	11.9
8315	257	27266	San Diego	2.5	2.6	5.5	4.2	61.5	1.5	8.4	2	11.9
8320	0	43	Susquehanna	0	2.3	4.7	4.7	4.7	0	0	0	83.7
8320	0	43	Norfolk	4.7	2.3	2.3	2.3	4.7	0	0	0	83.7
8320	0	43	Tracy	2.3	0	0	0	14	0	0	0	83.7
8320	0	43	San Diego	0	0	2.3	0	14	0	0	0	83.7
8330	7	1782	Susquehanna	0.1	5.5	16.4	17.2	35.3	0.8	12.5	1.7	10.5
8330	7	1782	Norfolk	5.7	8.2	5.9	20.8	33.8	0.8	12.5	1.7	10.5
8330	7	1782	Tracy	1.2	1.9	8.6	10.4	52.4	0.8	12.5	1.7	10.5
8330	7	1782	San Diego	3.8	4.2	6.2	1.6	58.6	0.8	12.5	1.7	10.5
8335	47	4115	Susquehanna	1.9	9.4	13.4	19.5	34.9	0.1	8.2	0	12.6
8335	47	4115	Norfolk	2.9	9.5	9.1	24.8	32.7	0.1	8.2	0	12.6
8335	47	4115	Tracy	1.9	1.5	1.7	7.4	66.6	0.1	8.2	0	12.6
8335	47	4115	San Diego	0.8	0.8	5	4.1	68.4	0.1	8.2	0	12.6
8340	1083	35759	Susquehanna	1.4	5.8	10.7	18.6	34.4	0	8.4	0.1	20.5
8340	1083	35759	Norfolk	1	6.9	6.7	23.1	33.2	0	8.4	0.1	20.5
8340	1083	35759	Tracy	1.6	1.5	3.2	5.6	59	0	8.4	0.1	20.5
8340	1083	35759	San Diego	1.4	1.5	4.3	4	59.7	0	8.4	0.1	20.5
8345	394	41729	Susquehanna	0.4	7.5	11.5	13.1	23.3	4.8	14.4	14.4	10.5
8345	394	41729	Norfolk	5.1	5.6	7.1	16.6	21.3	4.8	14.4	14.4	10.5
8345	394	41729	Tracy	0.6	1.1	5	3.8	45.3	4.8	14.4	14.4	10.5
8345	394	41729	San Diego	2.9	1.9	2.4	1.6	47	4.8	14.4	14.4	10.5
8405	17440	338083	Susquehanna	0.6	8.8	12.8	23.5	34.2	1.3	8.6	1.2	9.1
8405	17440	338083	Norfolk	2.4	8.8	9.1	26.9	32.6	1.3	8.6	1.2	9.1
8405	17440	338083	Tracy	2.1	1.2	6.7	5.6	64.2	1.3	8.6	1.2	9.1
8405	17440	338083	San Diego	3.5	2.8	4.9	2.7	65.9	1.3	8.6	1.2	9.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8410	10002	130480	Susquehanna	0.5	10.5	12.6	28	36.6	0	5.5	0	6.3
8410	10002	130480	Norfolk	2.6	10.6	9.9	31.2	34	0	5.5	0	6.3
8410	10002	130480	Tracy	2.4	1.2	5.2	5.6	73.8	0	5.5	0	6.3
8410	10002	130480	San Diego	2.6	2.1	5.6	2.7	75.3	0	5.5	0	6.3
8415	20123	570645	Susquehanna	0.7	7.8	11.4	18.4	32.7	1.6	8.7	2.6	16.2
8415	20123	570645	Norfolk	2.5	7.1	7.3	22.6	31.4	1.6	8.7	2.6	16.2
8415	20123	570645	Tracy	2.2	1.4	4.5	5.8	57.1	1.6	8.7	2.6	16.2
8415	20123	570645	San Diego	1.6	2.3	5.6	3.4	58.1	1.6	8.7	2.6	16.2
8420	1191	49838	Susquehanna	0.5	8.2	9.3	20.2	33.1	0.1	8	0.7	19.8
8420	1191	49838	Norfolk	2.5	6.4	7.7	23.7	31.1	0.1	8	0.7	19.8
8420	1191	49838	Tracy	2.6	1.5	4.2	5.4	57.6	0.1	8	0.7	19.8
8420	1191	49838	San Diego	1.5	2.2	6.4	3.4	57.9	0.1	8	0.7	19.8
8430	16305	371436	Susquehanna	0.6	7.8	11.8	20.3	32.1	2.2	7.9	3.5	13.9
8430	16305	371436	Norfolk	2.7	7.2	8.2	23.9	30.4	2.2	7.9	3.5	13.9
8430	16305	371436	Tracy	2.1	1.4	4.9	5.6	58.5	2.2	7.9	3.5	13.9
8430	16305	371436	San Diego	2	2.1	5.5	3	59.9	2.2	7.9	3.5	13.9
8435	713	18408	Susquehanna	0.5	11	14.4	33.1	36	0	3.1	0	2
8435	713	18408	Norfolk	2.1	12.7	12.3	35.5	32.3	0	3.1	0	2
8435	713	18408	Tracy	2	1	3.5	4.6	83.9	0	3.1	0	2
8435	713	18408	San Diego	0.9	2	5.1	2.3	84.6	0	3.1	0	2
8440	1527	62410	Susquehanna	0.6	9.1	11.9	21	36.2	0.2	7.1	0.4	13.6
8440	1527	62410	Norfolk	2	7.5	8.9	25.7	34.6	0.2	7.1	0.4	13.6
8440	1527	62410	Tracy	2.4	1.8	4.5	7	62.9	0.2	7.1	0.4	13.6
8440	1527	62410	San Diego	1.7	2.4	6.1	4.2	64.3	0.2	7.1	0.4	13.6
8445	115	6870	Susquehanna	0.3	9.5	12.3	24.6	38.9	0	6.3	0	8.1
8445	115	6870	Norfolk	2.3	9	9.4	27.8	37.1	0	6.3	0	8.1
8445	115	6870	Tracy	2.6	1.3	4.7	6.2	70.8	0	6.3	0	8.1
8445	115	6870	San Diego	2.1	2.2	5.9	3.4	72	0	6.3	0	8.1

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8455	2285	160018	Susquehanna	0.7	9	13.9	23.7	35.4	0.3	6.2	0.6	10.1
8455	2285	160018	Norfolk	1.5	9.3	8.6	29.8	33.6	0.3	6.2	0.6	10.1
8455	2285	160018	Tracy	1.9	1.8	3.9	5.1	70	0.3	6.2	0.6	10.1
8455	2285	160018	San Diego	1.4	2	5.2	3.4	70.7	0.3	6.2	0.6	10.1
8460	210	11617	Susquehanna	0.4	6.8	12.9	16.3	35.2	0.7	8.9	1.4	17.5
8460	210	11617	Norfolk	2.9	7.3	7	21.3	33	0.7	8.9	1.4	17.5
8460	210	11617	Tracy	2.4	1.3	4.1	6.6	57.1	0.7	8.9	1.4	17.5
8460	210	11617	San Diego	1.6	2.1	5.1	3.4	59.3	0.7	8.9	1.4	17.5
8465	1208	99604	Susquehanna	0.9	8.9	11.8	18.1	31	1.1	8.9	2	17.2
8465	1208	99604	Norfolk	2.2	8.8	7.6	22.5	29.7	1.1	8.9	2	17.2
8465	1208	99604	Tracy	1.6	1.6	4.5	5.2	57.8	1.1	8.9	2	17.2
8465	1208	99604	San Diego	1.8	2.2	4.8	3.3	58.6	1.1	8.9	2	17.2
8470	1019	23654	Susquehanna	0.9	7.9	9.3	18.8	31.7	0.6	7.4	0.8	22.5
8470	1019	23654	Norfolk	1.2	7.6	7.1	22.1	30.7	0.6	7.4	0.8	22.5
8470	1019	23654	Tracy	1.8	1.2	4.9	3.9	56.9	0.6	7.4	0.8	22.5
8470	1019	23654	San Diego	1.7	2.9	4.1	2.4	57.6	0.6	7.4	0.8	22.5
8520	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
8520	0	0	Norfolk	0	0	0	0	0	0	0	0	0
8520	0	0	Tracy	0	0	0	0	0	0	0	0	0
8520	0	0	San Diego	0	0	0	0	0	0	0	0	0
8530	17	1388	Susquehanna	2.2	6.5	7.9	19.4	42.1	2.4	8.8	2.8	7.9
8530	17	1388	Norfolk	1.9	6	7.9	22.5	39.8	2.4	8.8	2.8	7.9
8530	17	1388	Tracy	2.1	2.1	4.8	13.4	55.7	2.4	8.8	2.8	7.9
8530	17	1388	San Diego	1.9	2.2	6.7	9.2	58	2.4	8.8	2.8	7.9
8540	13	1157	Susquehanna	4.4	6.7	8.5	16.1	43.1	2.2	7.6	4	7.4
8540	13	1157	Norfolk	1.9	5.7	11	19.4	40.9	2.2	7.6	4	7.4
8540	13	1157	Tracy	2.9	1.2	4.1	14.1	56.5	2.2	7.6	4	7.4
8540	13	1157	San Diego	1.2	2.1	6.7	11.8	57	2.2	7.6	4	7.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
8940	10	21	Susquehanna	19	0	0	4.8	0	0	23.8	0	52.4
8940	10	21	Norfolk	0	0	19	4.8	0	0	23.8	0	52.4
8940	10	21	Tracy	0	0	0	0	23.8	0	23.8	0	52.4
8940	10	21	San Diego	0	0	0	0	23.8	0	23.8	0	52.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
9110	3	1081	Susquehanna	1.5	4.8	12.1	19.3	35.4	1.1	6.8	0.1	18.8
9110	3	1081	Norfolk	0.7	7.8	5.3	27.1	32.3	1.1	6.8	0.1	18.8
9110	3	1081	Tracy	1	2.1	2.2	6.6	61.2	1.1	6.8	0.1	18.8
9110	3	1081	San Diego	0.4	1.1	4.3	4	63.5	1.1	6.8	0.1	18.8
9150	6375	162603	Susquehanna	0.7	4.8	11.3	15.4	27	6.7	10.4	7.9	15.8
9150	6375	162603	Norfolk	3.4	5.5	6	18.8	25.6	6.7	10.4	7.9	15.8
9150	6375	162603	Tracy	1.4	1.3	4.7	5.2	46.6	6.7	10.4	7.9	15.8
9150	6375	162603	San Diego	2.3	1.9	4.3	2.6	48	6.7	10.4	7.9	15.8
9160	108	3216	Susquehanna	1.3	3.8	10.7	16.1	29.3	5.3	14.1	5.4	14.1
9160	108	3216	Norfolk	4.3	6.4	5.1	17.4	28.1	5.3	14.1	5.4	14.1
9160	108	3216	Tracy	1.5	2	6.8	5.9	45.1	5.3	14.1	5.4	14.1
9160	108	3216	San Diego	3.6	2.2	5.6	4.1	45.8	5.3	14.1	5.4	14.1
9310	145	97	Susquehanna	0	12.4	6.2	18.6	7.2	0	16.5	0	39.2
9310	145	97	Norfolk	1	15.5	0	20.6	7.2	0	16.5	0	39.2
9310	145	97	Tracy	0	0	1	1	42.3	0	16.5	0	39.2
9310	145	97	San Diego	1	0	0	0	43.3	0	16.5	0	39.2
9320	728	11961	Susquehanna	2.8	5.3	14	16.2	33.5	2.9	10.5	2.3	12.6
9320	728	11961	Norfolk	6.1	6.9	8.2	17.9	32.8	2.9	10.5	2.3	12.6
9320	728	11961	Tracy	3.7	1	6.2	6.8	54.2	2.9	10.5	2.3	12.6
9320	728	11961	San Diego	2.9	2.9	6	3.1	57	2.9	10.5	2.3	12.6
9330	1853	28835	Susquehanna	0.5	5.3	12.8	17.7	29.4	4	12.4	4.4	13.5
9330	1853	28835	Norfolk	4.8	6.1	6.6	19.9	28.4	4	12.4	4.4	13.5
9330	1853	28835	Tracy	2.6	1.1	5.6	7.1	49.4	4	12.4	4.4	13.5
9330	1853	28835	San Diego	2.9	2.1	5.5	2.9	52.4	4	12.4	4.4	13.5
9340	337	17891	Susquehanna	1.2	3.9	9	14.6	26.6	4	10.5	4.8	25.5
9340	337	17891	Norfolk	1.8	6.6	4.9	15.9	26	4	10.5	4.8	25.5
9340	337	17891	Tracy	0.5	0.6	4	2.8	47.3	4	10.5	4.8	25.5
9340	337	17891	San Diego	2	1.8	1.6	2.3	47.4	4	10.5	4.8	25.5

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
9350	17	1235	Susquehanna	0.1	6	18.1	8.6	8.3	21.3	18.7	12.4	6.6
9350	17	1235	Norfolk	15.9	0.6	13.5	2.9	8.2	21.3	18.7	12.4	6.6
9350	17	1235	Tracy	0.2	0	6.2	1	33.7	21.3	18.7	12.4	6.6
9350	17	1235	San Diego	4.5	1.7	0.2	0	34.7	21.3	18.7	12.4	6.6
9390	963	26096	Susquehanna	1.4	4.8	12.2	16.9	31.2	4.2	10.6	4.8	14
9390	963	26096	Norfolk	4.4	6.6	5.9	19.1	30.4	4.2	10.6	4.8	14
9390	963	26096	Tracy	1.6	1	5.6	5.6	52.6	4.2	10.6	4.8	14
9390	963	26096	San Diego	3	2.3	3.9	2.7	54.6	4.2	10.6	4.8	14
9505	264	19001	Susquehanna	0.9	5	11.2	16.3	29.1	2.9	12.1	2.4	20.1
9505	264	19001	Norfolk	3.9	6.2	5.6	18.8	28.1	2.9	12.1	2.4	20.1
9505	264	19001	Tracy	1.7	1.2	5	5.9	48.8	2.9	12.1	2.4	20.1
9505	264	19001	San Diego	2.1	2.5	4.1	3.2	50.6	2.9	12.1	2.4	20.1
9510	1117	37007	Susquehanna	0.6	7.5	14.5	16.9	25.7	2.6	14.9	2.1	15.2
9510	1117	37007	Norfolk	6.9	7.3	8.1	17.6	25.3	2.6	14.9	2.1	15.2
9510	1117	37007	Tracy	1.4	0.7	7.2	6.3	49.6	2.6	14.9	2.1	15.2
9510	1117	37007	San Diego	4	2.9	2.8	2.7	52.8	2.6	14.9	2.1	15.2
9515	2761	32887	Susquehanna	1.9	8.5	15.1	13.8	24.7	0.7	19.5	0.5	15.3
9515	2761	32887	Norfolk	8.7	6.2	10.8	13.9	24.4	0.7	19.5	0.5	15.3
9515	2761	32887	Tracy	2.1	1	6.9	5.5	48.6	0.7	19.5	0.5	15.3
9515	2761	32887	San Diego	2.8	3.7	4	2.4	51.1	0.7	19.5	0.5	15.3
9520	560	17024	Susquehanna	0.6	7.8	11.8	15.1	28.3	0.6	17.4	0.8	17.6
9520	560	17024	Norfolk	5.6	6.2	7.7	16.3	27.9	0.6	17.4	0.8	17.6
9520	560	17024	Tracy	1.4	1.4	7.5	6.4	47.1	0.6	17.4	0.8	17.6
9520	560	17024	San Diego	3	4	3.7	3.1	50	0.6	17.4	0.8	17.6
9525	157	7227	Susquehanna	0.6	5.8	14	15.5	26.7	2.3	14.1	3.5	17.2
9525	157	7227	Norfolk	6.5	6.3	7.2	17	25.8	2.3	14.1	3.5	17.2
9525	157	7227	Tracy	1.3	1.1	6.6	6.4	47.3	2.3	14.1	3.5	17.2
9525	157	7227	San Diego	3.5	2.8	3.7	2.4	50.4	2.3	14.1	3.5	17.2

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
9530	1994	19479	Susquehanna	0.7	8.5	13.6	18	25.6	1.5	16	1	15.1
9530	1994	19479	Norfolk	7.3	7.2	8.9	18.1	24.9	1.5	16	1	15.1
9530	1994	19479	Tracy	1.7	0.7	7.9	5.6	50.5	1.5	16	1	15.1
9530	1994	19479	San Diego	4.1	3.7	3	2.4	53.2	1.5	16	1	15.1
9535	2384	33651	Susquehanna	1	7	14.4	19.1	28.8	0.8	13.5	0.7	14.7
9535	2384	33651	Norfolk	7.2	6.3	9	19.5	28.3	0.8	13.5	0.7	14.7
9535	2384	33651	Tracy	3.1	1.1	5.9	5.9	54.3	0.8	13.5	0.7	14.7
9535	2384	33651	San Diego	2.4	3.1	5.4	3.2	56.3	0.8	13.5	0.7	14.7
9540	1348	11770	Susquehanna	0.6	7.7	15.3	21.6	30.6	0.5	11.1	0.6	12.1
9540	1348	11770	Norfolk	6.7	7.4	8	24.2	29.5	0.5	11.1	0.6	12.1
9540	1348	11770	Tracy	2.5	1.2	6.8	7.4	57.9	0.5	11.1	0.6	12.1
9540	1348	11770	San Diego	2.5	4	4.6	4.7	59.9	0.5	11.1	0.6	12.1
9545	0	45	Susquehanna	22.2	2.2	22.2	6.7	15.6	0	26.7	0	4.4
9545	0	45	Norfolk	0	24.4	22.2	6.7	15.6	0	26.7	0	4.4
9545	0	45	Tracy	4.4	0	4.4	4.4	55.6	0	26.7	0	4.4
9545	0	45	San Diego	4.4	0	4.4	0	60	0	26.7	0	4.4
9620	12	129	Susquehanna	3.1	3.9	14.7	14	36.4	0.8	12.4	4.7	10.1
9620	12	129	Norfolk	4.7	10.9	6.2	13.2	37.2	0.8	12.4	4.7	10.1
9620	12	129	Tracy	0	0	4.7	17.1	50.4	0.8	12.4	4.7	10.1
9620	12	129	San Diego	1.6	2.3	3.1	10.9	54.3	0.8	12.4	4.7	10.1
9630	13	87	Susquehanna	0	0	4.6	10.3	18.4	1.1	19.5	4.6	41.4
9630	13	87	Norfolk	4.6	0	0	10.3	18.4	1.1	19.5	4.6	41.4
9630	13	87	Tracy	0	0	9.2	6.9	17.2	1.1	19.5	4.6	41.4
9630	13	87	San Diego	9.2	0	0	0	24.1	1.1	19.5	4.6	41.4
9640	11	289	Susquehanna	1.7	11.8	27.3	8	13.8	8.7	9	8.3	11.4
9640	11	289	Norfolk	27.3	0	20.8	0.7	13.8	8.7	9	8.3	11.4
9640	11	289	Tracy	0	0	13.1	0.7	48.8	8.7	9	8.3	11.4
9640	11	289	San Diego	12.8	0.3	0	0	49.5	8.7	9	8.3	11.4

FSCs	VENDOR RECEIPTS	TOTAL MROs	DEPOT	CUSTOMER PATTERNS (% OF TOTAL MRO COUNT) <50 MILES	<100 MILES	<250 MILES	<1000 MILES	>1000 MILES	WEST FLEET	WEST OCONUS	EAST FLEET	EAST OCONUS
9650	84	1102	Susquehanna	1.4	2.6	12.1	10.8	24	3.5	23.3	4	18.3
9650	84	1102	Norfolk	5.4	2.8	8.3	10.9	23.5	3.5	23.3	4	18.3
9650	84	1102	Tracy	2	0.5	9.3	3.9	35	3.5	23.3	4	18.3
9650	84	1102	San Diego	5.8	3.4	3.3	1.9	36.4	3.5	23.3	4	18.3
9660	0	0	Susquehanna	0	0	0	0	0	0	0	0	0
9660	0	0	Norfolk	0	0	0	0	0	0	0	0	0
9660	0	0	Tracy	0	0	0	0	0	0	0	0	0
9660	0	0	San Diego	0	0	0	0	0	0	0	0	0
9905	8	91	Susquehanna	1.1	14.3	17.6	9.9	47.3	0	4.4	0	5.5
9905	8	91	Norfolk	1.1	16.5	11	14.3	47.3	0	4.4	0	5.5
9905	8	91	Tracy	12.1	3.3	14.3	3.3	57.1	0	4.4	0	5.5
9905	8	91	San Diego	9.9	4.4	16.5	2.2	57.1	0	4.4	0	5.5
9920	0	131	Susquehanna	8.4	0	0	0	91.6	0	0	0	0
9920	0	131	Norfolk	0	0	8.4	0	91.6	0	0	0	0
9920	0	131	Tracy	3.1	0	0	88.5	8.4	0	0	0	0
9920	0	131	San Diego	0	0	3.1	88.5	8.4	0	0	0	0
9925	32	720	Susquehanna	0.1	7.8	7.2	15.1	29	2.2	18.6	0.8	19
9925	32	720	Norfolk	0.7	7.2	5.3	20	26.1	2.2	18.6	0.8	19
9925	32	720	Tracy	1.4	0.6	6	4.7	46.7	2.2	18.6	0.8	19
9925	32	720	San Diego	3.5	1.5	3.1	3.6	47.6	2.2	18.6	0.8	19
9930	23	649	Susquehanna	0.3	4.9	8.5	17.9	26.7	2.6	13.3	5.4	20.5
9930	23	649	Norfolk	1.7	7.4	5.2	19.1	24.8	2.6	13.3	5.4	20.5
9930	23	649	Tracy	2	0.9	4.6	4.8	45.9	2.6	13.3	5.4	20.5
9930	23	649	San Diego	3.1	0.3	6.6	2.8	45.5	2.6	13.3	5.4	20.5
9999	0	12	Susquehanna	0	8.3	0	16.7	33.3	0	16.7	8.3	16.7
9999	0	12	Norfolk	0	8.3	0	16.7	33.3	0	16.7	8.3	16.7
9999	0	12	Tracy	0	0	0	8.3	50	0	16.7	8.3	16.7
9999	0	12	San Diego	0	0	8.3	0	50	0	16.7	8.3	16.7

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13. ABSTRACT *(Maximum 200 words)*

This report details results of a comparative cost analysis conducted to assess the relative cost differences due to single siting of stock at selected DLA and Navy storage sites. Additionally, all vendor and customer service patterns, which would result from single siting of stock, were identified. These patterns were identified in order to provide insight on the resulting business distributions which would need to be supported from each site. This study has included actual Navy retail level data in addition to DoD wholesale data. Inclusion of retail data has had a significant impact on study results. A major constraint on the study is that capacity limits at the selected storage sites were not considered. Study results indicate that the two largest Navy support areas (Norfolk and San Diego) offer significant potential for materiel distribution savings since those two locations have both a large local (within 50 miles) customer base and are well positioned with respect to vendor locations.

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